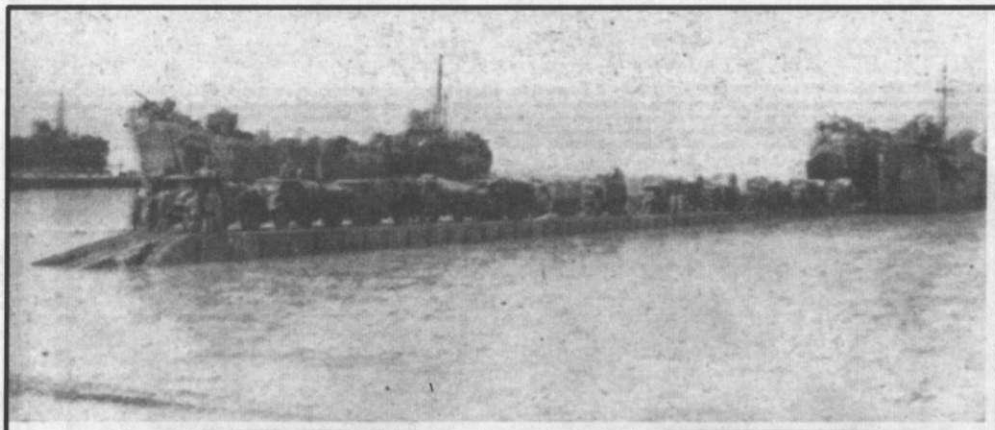
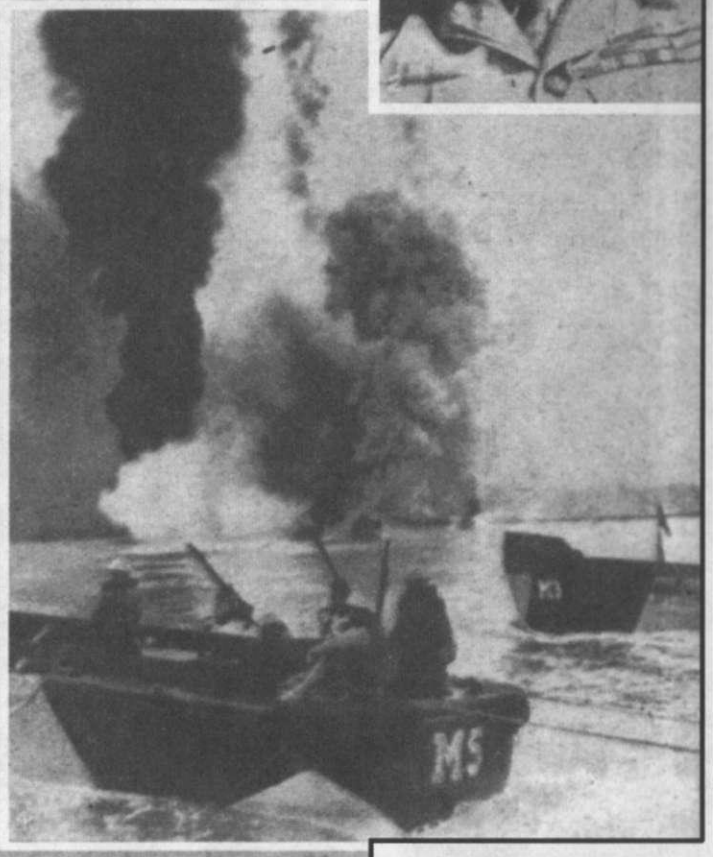
Vol 9 The War Illustrated Nº 210

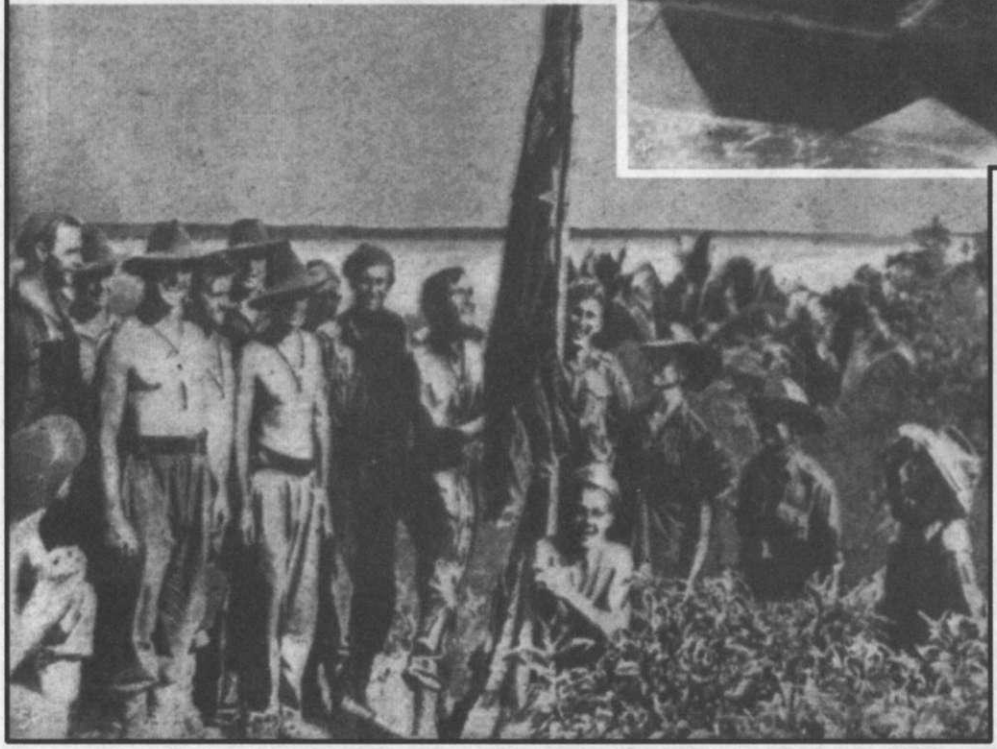
SIXPENCE Edited by Sir John Hammerton JULY 6, 1945

LEADERS IN THE BURMA CAMPAIGN met in Rangoon after the city's fall on May 3, 1945. They are (left to right) Lt.-Gen. Sir William Slim, G.O.C.-in-C. the 14th Army; Air Marshal S. F. Vincent, A.O.C. 221st Group, R.A.F.; and Maj.-Gen. H. M. Chambers, commanding the 26th Division which occupied Rangoon. British forces were carrying the full weight of the Burma fighting, it was declared on June 9, following the transfer of the U.S. Mars Task Force to China, and the withdrawal of the U.S. air forces from S.E.A.C. Formation of a new Army—the 12th—under Lt.-Gen. Sir Montagu Stopford, was announced on May 31. *Photo, British Official*

Island Gateway to Rich Oilfields of Borneo







AT TARAKAN, finally cleared of the Japanese by May 23, 1945, supplies for the Australian 9th Division were unloaded from L.S.T.s and taken ashore across a causeway of portable steel landing stages (1). Commanding the 1st Australian Army Corps on the Borneo front and collaborating with units of the U.S. 8th Army is Lieut.-Gen. Sir Leslie Morshead, K.C.B., K.B.E., C.M.G., D.S.O. (2). Against a background of furiously burning oil tanks, Aussies trod warily along a Tarakan roadway (3).

Prelude to the invasion was the seizure of Sadau, small island six miles to the north-west, on April 30; as U.S.-manned landing craft carried an Australian artillery force ashore (4), smoke billowed from blazing oil. First Allied emblem to be flown in the Netherlands East Indies since the Japanese invasion in January 1942, the Commonwealth flag was hoisted at Tarakan (5).

The battle-famed 9th Division, with R.A.A.F. "umbrella," landed in Brunei Bay, British North Borneo, on June 10, driving towards Sarawak. **See facing page, also page 100.**

Photos, Australian Official, Central Press, Associated Press, Keystone

With Our Armies Today

By MAJ.-GENERAL
SIR CHARLES GWYNN
K.C.B., D.S.O.

It may seem to many that the task of establishing order in the chaos created by the surrender of the German armies and the liberation of millions of prisoners of war and slave labourers is proceeding slowly. It is, of course, impossible from a distance to realize fully the complexities of the task or the necessity of some of the expedients that have been adopted. We are apt to give undue weight to views expressed by those who, on the spot, have strictly limited interests and few opportunities of becoming acquainted with all the aspects of the problem involved.

Yet it does not require much exercise of the imagination to realize the number of problems that have to be dealt with and their scale, and in forming our opinions I suggest that it is better to rely on our common sense than individual criticism.

THERE is one point especially which excites general interest, that is the attitude that should be adopted by the Armies of Occupation towards the German people. We all, I think, agree that while operations were in progress and in the early days after the German surrender, strict orders forbidding fraternization were necessary, not only to prevent leakage of information and to maintain the vigilance of the troops but also to impress on the German people that they cannot escape their responsibility for the war and for atrocities committed. There is no doubt, however, that as the Armies of Occupation settle down these orders will become increasingly irksome to the troops to a degree that would almost certainly lead to their evasion. That, of course, would be exceedingly bad for discipline.

I feel sure, therefore, that in due course the orders will be modified or cancelled, and will perhaps be replaced by advice and instructions in general terms as to the attitude the troops should adopt and with which they will be expected to comply for the credit of their respective units. It is often better and easier to establish a tradition of behaviour than to attempt to enforce rigorous orders which are easy to evade. Many regimental and Army traditions are based on well-recognized rules of conduct rather than on orders. Certain things are "done" or "not done."

General Eisenhower's relaxation of orders in respect to children is clearly a concession to the uncontrollable instincts of his men, and Field-Marshal Montgomery's broadcast to the German people also explains to his troops the reasons for the attitude he has ordered them to adopt. Once those reasons are clearly grasped much, I think, may be left to the good sense of the men themselves. In the first instance, however, it could hardly be left to the individual judgement of the men to define "fraternization" or to decide on a standard of behaviour.

BRUNEI BAY a Base for Tighter Grip on Jap Sea Communications

The very successful landing of Australian troops in British North Borneo is an interesting development. Once again it has been proved that Australia not only still produces fighting men of outstanding quality but also possesses generals of exceptional ability. Lieut.-Gen. Sir Leslie Morshead, who has conducted the operations in Borneo, is a notable example. In the last war he served with great distinction as a regimental officer, and in this war his defence of Tobruk will never be forgotten. Since then he has shown time and again equal skill in offensive operations under most difficult conditions.

CLEARLY, Brunei Bay will provide a valuable base from which to exercise a tighter stranglehold on Japanese sea communications in the East Indies. It brings the Indo-China coast and the eastern entrance to the Straits of Malacca within comparatively close range for air and naval operations. It may also provide a stepping-stone for the acquisition of bases still nearer to Singapore. I do not think, however, that the landing implies any immediate intention of recovering the whole of Borneo, for it is evident that the Allies are still engaged in the battle for bases prior to launching their main offensive. The strategic purpose of the Brunei operation is easier to see than that on Tarakan.

Both deprive the Japanese of valuable sources of oil supply, and both give a tighter control over sea communication, but Brunei much more clearly suggests a stepping-stone operation. It is possible that Tarakan may have been intended to some degree to be a diversionary operation or a preliminary one to deprive the enemy of airfields from which he could attack shipping at Brunei. It will be interesting to see whether the Japanese possess in the East Indies an air force of effective strength. At Okinawa, from their bases in Japan and Formosa, they have been able to make formidable attacks on American shipping, but it seems improbable that in the East Indies they will have sufficient resources to exploit similar tactics.

THE comparative ease with which the landings at Tarakan and Brunei have been effected prove conclusively, though it might have been expected, that the Japanese garrisons in the islands, large as their total strength probably is, are quite inadequate to protect the immense length of coastline. No doubt local garrisons may be able to withdraw into the interior or to offer prolonged resistance in positions favourable to defence, but that can have little effect on the strategic development of the Allied campaign. The decisive factor is that the Japanese by losing control of sea communications have lost strategic mobility, whereas the Allies, as they develop new bases, steadily acquire it over a constantly widening area. However successfully Allied strategy develops, it is certain that at the more vital centres there will be tactical operations demanding great sacrifices; unless, as seems improbable, the Japanese Government agrees to surrender and its outlying forces obey orders to lay down their arms.

In the case of Japan herself it is obviously inconceivable that if she was determined to prolong a fanatical struggle we should embark on a war of extermination such as is in progress on Okinawa. We should presumably be content to capture and occupy points which would render her impotent.

PROBLEMS of Japanese Outlying Detachments in Cut-Off Islands

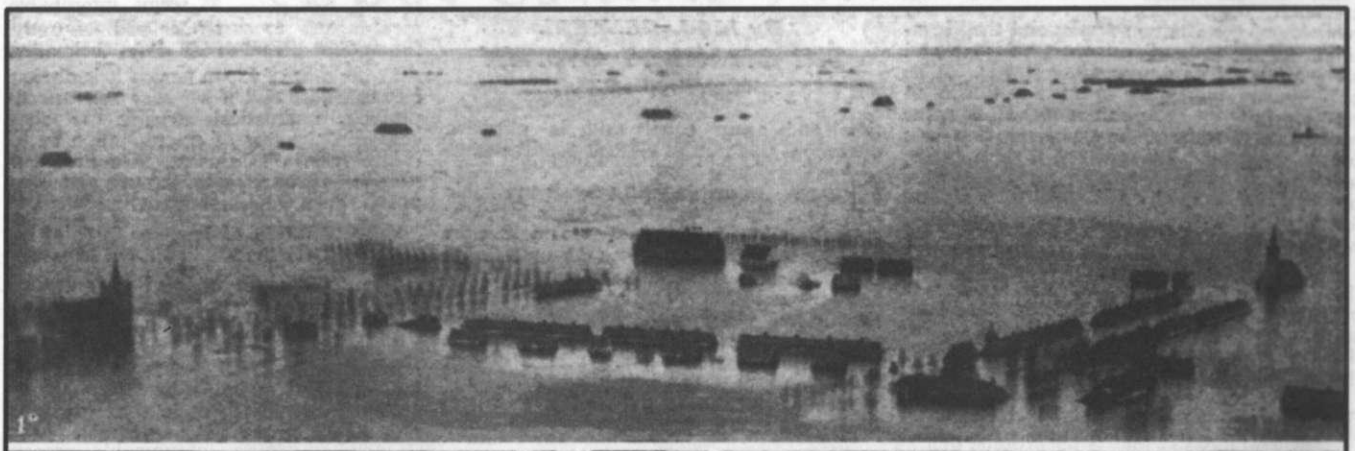
The policy to be adopted as regards her outlying detachments may, however, involve more difficult decisions. Large areas will have to be recovered and native populations liberated. On small islands of strategic importance extermination may be necessary even at heavy cost; but in the larger islands that might prove an interminable process involving prohibitive exertions, even if carried out piecemeal.

Assuming, as seems possible, that there will be no formal surrender or withdrawal of troops we may be compelled to suspend military operations except in as far as they might be necessary to re-establish control over the greater part of the territories involved, and to accept the existence of colonies of Japanese in certain areas which might eventually be assimilated. Such colonies might for a period be capable of defending small areas, but without means of communication or contacts with their home islands they could not exercise control outside them, because for defence they would be compelled to concentrate. No doubt a considerable mixed population would develop, but the numbers of pure-blooded Japanese would be bound to decrease. Apart from the cost involved, the danger of continuing active operations beyond what was necessary for recovery of control would be that the Japanese remnants might become bandits, preying on the country, rather than recognized colonists.

IT is quite clear that Japan realizes the danger she is in and that she would be prepared to make peace on face-saving terms, but though I am optimistic enough to believe that she may eventually accept unconditional surrender, that cannot be counted on implicitly. Japanese fanaticism is of a different order from German fanaticism, and there are many military and other factors which make it unsafe to count too confidently on the complete abandonment of a suicidal policy. It is well, therefore, that we should be prepared for such a possibility and to form a clear idea of our commitments and essential and practicable aims.

NETHERLANDS EAST INDIES, which include Sumatra, Java and Celebes, besides large portions of Borneo and New Guinea—to an extent of almost 750,000 square miles—was the scene of much heavy fighting in May and June 1945, in which combined naval, land and air forces of Britain, the U.S. and Australia took part. Brunei Bay, North Borneo, was invaded by the Australian 9th Division on June 10. *By courtesy of News Chronicle*

Our Relief Programme for Hun-Wrecked Holland



FLOODS RELEASED by the retreating Germans gravely imperilled Holland. Almost totally submerged was the village of Wieringerwerf (1), April 16, 1945. A Dutch housewife could not take her eyes off Allied relief food at a distribution centre in Utrecht (2). Officers and men of the 2nd Battalion Princess Louise's Regiment of the 49th Division (the "Kensingtons"), who had fought all through the Dutch campaign, subscribed £1,100 for the Netherlands Red Cross; Princess Juliana received the cheque at Nijmegen on June 6, when she chatted with Maj.-Gen. Rawlings, G.O.C. the 49th Division (3, left) and Lieut.-Col. Glover, commanding the battalion. Members of a British road patrol (4) interrogated a Dutch family (with belongings) trying to enter a built-up area without a pass and thus interfere with the relief programme.

Photos, British Official, Planet News

From War to Occupation Duties 'Over There'

THE GUARDS' Armoured Division said good-bye to their tanks, after five years of mechanized warfare, at a parade on June 9, 1945, at Rothenburg, Germany, where the farewell salute was taken by Field-Marshal Montgomery standing in a jeep (1, left centre background); they are to become an infantry division once more. The casino in Blankenberghe, peacetime Belgian seaside resort, was re-opened by NAAFI as a club for our Forces (2). Alsatians (3) were German police-dogs; taken into the British 2nd Army for guarding military property, they are being groomed by men of the Veterinary and Remount Corps. With our army near Kiel, troops of the Seaforth Highlanders (4) off duty go to "the pictures" in the town by landing craft manned by a German crew. A.T.S. girls of the 137th mixed heavy A.A. Regiment arrived on June 5 by air for service at Hamburg; they are seen (5) leaving their aircraft at Luneburg.

Photos, British Official, Newspaper Pool

With Our Navies Today

By
FRANCIS E. McMURTRIE

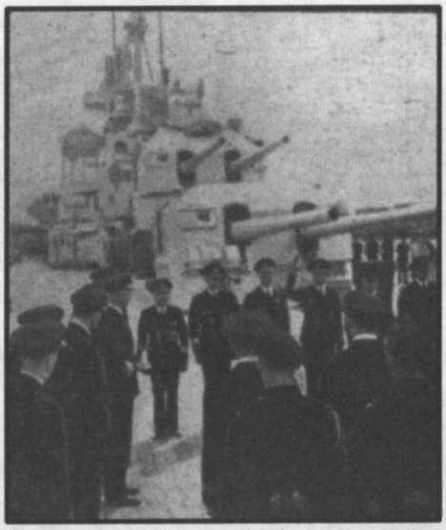
IT has taken three months to conquer the island of Okinawa (see illus. page 117), in spite of the fact that the initial landing after a series of bombardments by the U.S. Fifth Fleet under Admiral Spruance met with only light opposition. Apparently the Japanese had based their preparations on the belief that the American forces, marines and soldiers, would be landed in the south-eastern sector of the 60-mile long island. Instead, they came ashore near its centre, on the west coast.

Though the Yontan airfield was occupied with trifling loss, an immensely strong line of defences was encountered to the north of Naha, the capital, and it took weeks of the hardest fighting, with heavy casualties, to overcome the resistance that developed thenceforward. It became a matter of entirely wiping out the Japanese garrison, together with a considerable number of civilians who had been drawn into the defensive organization. As at Iwojima, caves and underground galleries formed part of the scheme of defence ; and in some areas high cliffs honeycombed with these workings had to be scaled by the Americans.

All this time the Fifth Fleet was protecting the anchorages in which lay the transports, landing craft and supply vessels maintaining the invading forces. No longer able to muster sufficient sea strength to intervene effectively, the Japanese have for some time past devoted their energies to " suicide " attacks, using both aircraft and flying bombs directed towards their targets by pilots prepared to sacrifice their lives to this end. Though great numbers have been shot down by Allied planes and A.A. guns, some of these attacks have had a certain degree of success, as evidenced by the casualties officially reported by the Navy Department.

OKINAWA Operations Rank With Those for Normandy Invasion

These casualties included loss of 11 destroyers, the U.S.S. Bush, Colhoun, Drexler, Emmons, Halligan, Little, Longshaw, Luce, Mannert L. Abele, Morrison and Pringle. All are fine modern vessels designed for operating in the Pacific ; the Mannert L. Abele, indeed, was one of the 2,200-ton ships of the Allen M. Sumner class, considered by their builders to be the last word in destroyer design. With the exception of the Emmons, which is a 1,700-ton destroyer adapted for minesweeping duties, the others all belong to the 2,100-ton Fletcher class. Two fleet minesweepers of 700 tons, the Skylark and Swallow, together with two destroyers converted into transports, the Dickerson and Bates, have also been lost, as well as a number of supply vessels, landing craft and other auxiliaries. Various other warships of different categories have received damage of a more or less serious nature.



PRINZ EUGEN'S officers lined up on deck when the 10,000-tons German cruiser was handed over to Royal Navy authorities at the Port of Copenhagen on May 22, 1945. See also page 103. *Photo, Associated Press*

It is clear, therefore, that even regarded from a purely naval standpoint the Okinawa operations deserve to rank with those for the invasion of Normandy ; for though the actual number of ships employed may have been less, they had to operate from bases far more distant. Once the troops were put ashore, the protecting warships had to depend for supplies on their own resources in the way of depot and repair ships, as the nearest base able to deal with a fleet's immediate needs was Guam, 1,500 miles away.

WITH Okinawa in U.S. hands, a fresh base will doubtless be established there, simplifying problems of supply and opening the way to future attacks upon enemy installations in the other islands of the Ryukyu group, in Formosa and in Japan itself. Its excellent harbour facilities were undoubtedly one of the main reasons for the choice of Okinawa as an objective.

If it has taken a quarter of a year to overcome the resistance of the Okinawa garrison, how long will it be before the main Japanese forces—hardly tapped up to the present so far as armies are concerned—are defeated ? The United States Secretary of the Navy, Mr. James Forrestal, recently stated : " I expect that the Japanese will fight with increasing tenacity and fury as our power begins to concentrate on their homeland. We have seen evidences of that fury at Iwojima and Okinawa. It will take the full power of the tremendous war potential that we have mustered in the past four years if we are to secure complete, unequivocal and unconditional surrender of Japanese militarism." From this it may be assumed that we shall be lucky if we see the end of the war in the Pacific in 1946.

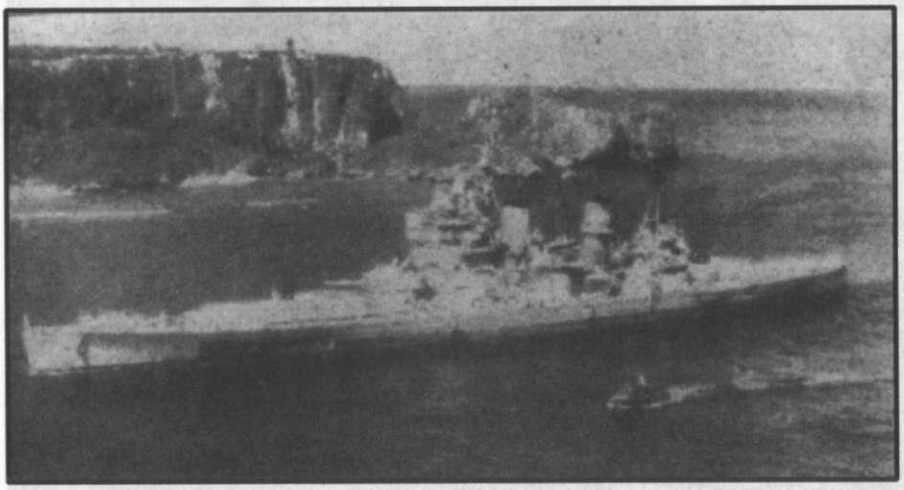
ENORMOUS Concentration of Naval Power Building-up in Pacific

For the subjection of Japan there is now being assembled in the Pacific the largest concentration of naval power the world has ever seen. In addition to the fleets provided by the United States Navy, which is now nearing the peak of its strength, this country is dispatching additional ships and personnel to the Far East as fast as they can be provided. It may be assumed that in the course of a few months there will be left in European waters only such forces of the Royal Navy as may be considered sufficient to deal with any local difficulties that may emerge from the aftermath of a great war. Ships so employed will be mainly the older units, with those more suitable for service in home waters and the Mediterranean, such as the smaller cruisers and destroyers of the escort type.

Two instances of the ingenious methods used by the Germans to facilitate the operations of their U-boats have recently come to light. One was a compact little handbook, Die Handelsflotten der Welt (Merchant Fleets of the World), containing particulars of every merchant vessel in existence. As in the case of Lloyd's Register, from which the details would appear to have been copied, these are listed in two sections, the first comprising ships of 1,000 tons gross and upwards, the other smaller craft. A most ingenious code enabled the user of the book to refer to a series of outline drawings showing the appearance of each ship, so that the identification of every type was a simple matter.

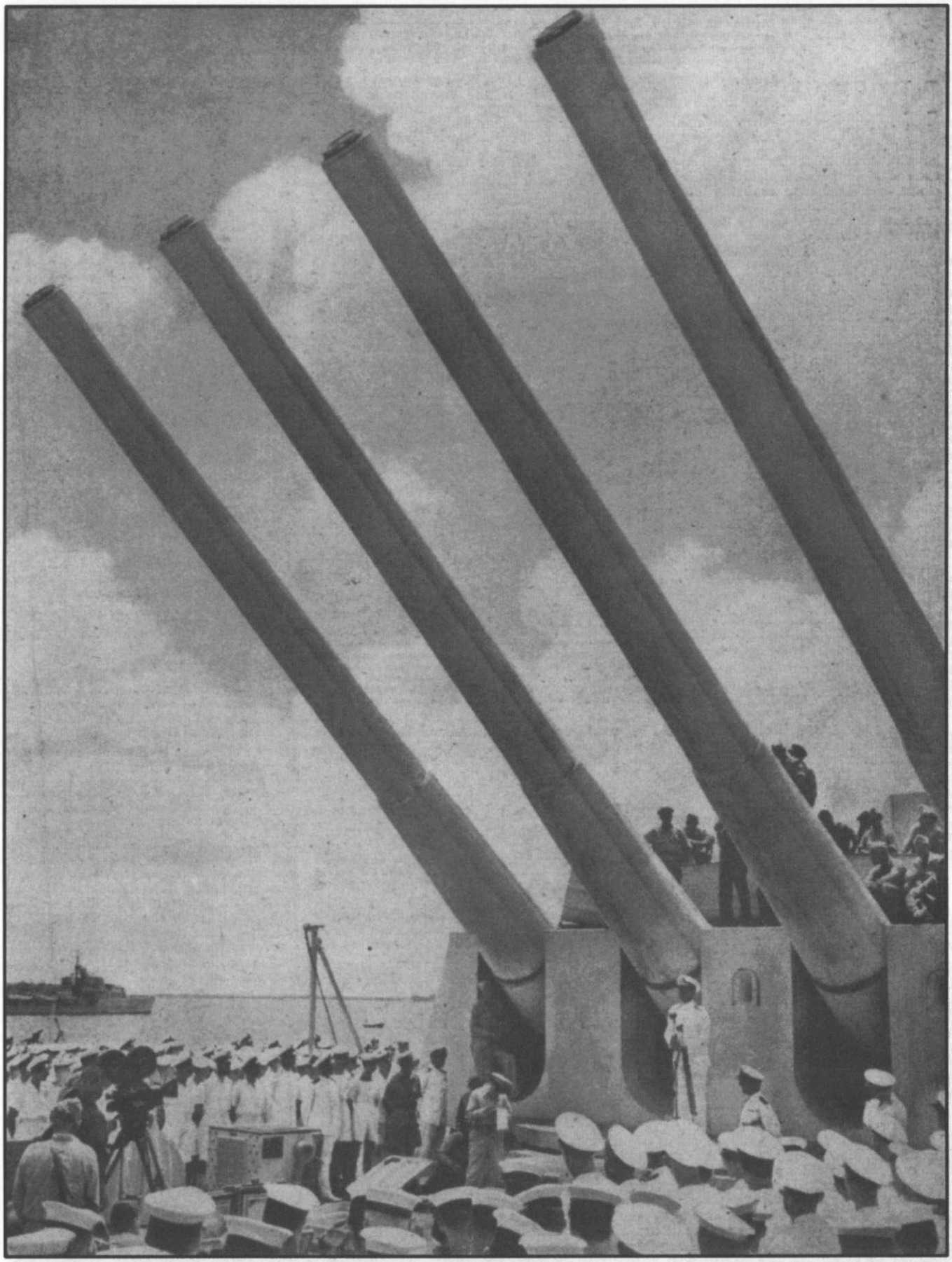
In the introduction there is an elaborate key to this code, with examples of how it should be used. It consists of letters and figures denoting the number and arrangement of masts, funnels and deck erections, and reflects credit on the author of the book, Dr. Erich Gröner. Before the war Dr. Gröner was well known as the illustrations editor of the German naval annual, Taschenbuch der Kriegsflotten. There is no doubt his mercantile fleet handbook proved of considerably greater value to the German Navy than the publication with which he was first connected. Other sections of the book contain lists of shipowners all over the world, with the ships controlled or managed by each, and the names of the principal shipbuilders in each country. U-boat captains must have relied extensively on this handy little volume.

ANOTHER instance is equally interesting. In spite of precautions taken since the war began, tide tables of the estuary of the St. Lawrence, the great river of Eastern Canada, were found in U-boats that surrendered. These tables had also been regarded as confidential since 1939, but it is not easy to keep inviolate data of this kind, which from its very nature have to be communicated to numbers of people. Possibly when enemy records come to be examined the channels by which such information travelled may be exposed.



H.M.S. KING GEORGE V ARRIVED AT GUAM, it was announced on May 31, 1945, heading a British Pacific Fleet task force operating with the U.S. Pacific Fleet. Flagship of Vice-Admiral Sir Bernard Rawlings, she was escorted by the destroyers Troubridge, Tenacious and Termagant, with whom she went into action off the Sakishima group on March 27. See also facing page and illus. in page 141. *Photo, Associated Press*

Quarter-Deck Greetings to Our Men in the Pacific



ADMIRAL CHESTER L. NIMITZ, C.-in-C. OF THE U.S. PACIFIC FLEET and commander of all Allied Pacific naval operations, standing beneath the 14-in. guns of the British battleship King George V, as she docked in Guam harbour after being in action off the Sakishima group, hailed Royal Naval co-operation in the Japanese theatre of war, it was announced on May 31, 1945. Addressing the ship's company from the quarter-deck he declared, "From the very beginning we have welcomed your coming and we will continue to welcome your help!" British Pacific Fleet units pounded Truk atoll (Carolines) on June 15-16. See also facing page, and page 141

Photo, Keystone

Along the Terrible Trail that Led to Wewak

Last Japanese-held port on the mainland of British New Guinea, Wewak fell to the 6th Australian Division on May 19, 1945. Two-thirds of the 30,000 enemy troops defending it perished. The remainder had but one escape route to the west—along the disease-ridden Sepik River. The Allied path to victory is specially described for "The War Illustrated" by ROY MACARTNEY.

NEW GUINEA is liberally besprinkled with sleepy mission towns and tiny trading ports which sprang overnight into the headlines when engulfed by the Japanese drive of 1942. One by one they have returned to the keeping of Australia, each with its mangled planes, bomb-blasted stores, rusting hulks, shattered bungalows and splintered palms as record of the swift rise and decline of Japan in the fluctuating fortunes of the Pacific War.

Wewak, formerly administrative centre of the Sepik River district, is such a town. Standing on a raised headland, it boasts perhaps a dozen buildings. Its narrow bay provides a rather poor shelter for sea-going craft, a large coral reef near the shore nullifying what few natural advantages it possesses. Prospectors before the war discovered rich alluvial gold at Maprik, 45 miles westwards from Wewak in the rugged Torricelli Mountains, and the sleepy little port was the main supply base for the goldfields. Copra was practically the only other commercial interest, neat coconut plantations flanking numerous missions along the flat coastal plain. There were several traces of oil found in the Sepik area, but although many bores were put down it was not located in any paying quantities.

Following their conquest in 1942, the Japanese quickly turned Wewak into their major air base on the northern New Guinea littoral. They enlarged the existing field at Wewak, constructed another at Boram, five miles to the south-east, and hacked two more out of the jungle at But, 27 miles, and Dagua 20 miles to the north-west.

By January 1944 Wewak was well within the field of land operations as Australians drove along the northern coast beyond Finschhafen and the Americans broke clear of the Vitiaz straits with landings on New Britain and in the Admiralties.

It was clear the Japanese expected the next Allied amphibious blow to fall upon Wewak. With what small craft they could still smuggle through, they rushed reinforcements to the area; and at the same time withdrew to strongly prepared positions behind the Sepik what remained of the formations the Australians had mauled on the Huon Peninsula.

When General MacArthur struck, he bypassed Wewak, landing instead at Hollandia and Aitape, 100 miles to the west; within 24 hours of the American seizure of Aitape, Australian engineers had whipped the nearby strip of Tadji into operational condition and Australian fighters were patrolling the sky over the vitally important objective of Hollandia.

N.E. NEW GUINEA, showing Aitape and the important enemy-held base of Wewak which finally collapsed on May 19, 1945. Division of the island into Netherlands possessions, Australian-mandated territory and the Australian-owned Territory of Papua is shown (inset).

Wewak was a busy base, lying as it did in the lifeline of airfields the Japanese constructed to their outposts at Rabaul and Salamaua. From its fields large numbers of bombers took off daily to hammer the last Allied toeholds in New Guinea at Port Moresby and Milne Bay, but Japan's early aerial superiority quickly slipped from her hands and by August 1943 the scales were ready to tip in favour of the Allies.

Mighty Punch to be Delivered

Australian and American aircraft by that time were operating from bases as far north as Dobadura, outside Buna, but Wewak was still out of their fighter range. While heavy bombers maintained a sporadic bombardment of the base, American engineers prepared a surprise knock-out blow for the once omnipotent Japanese New Guinea air force. They were secretly flown into a small flat at Tsili Tsili, in the upper Watut Valley, beyond Wau, early in June 1943. By mid-August they had completed a formidable fighter base, and the Fifth Air Force was ready to deliver its mighty punch.

Early on the morning of August 16, 100 Mitchells, escorted by the same number of Lightnings, skimmed in low over the coconut palms at Wewak and took the Japanese completely by surprise. They had no fighters in the air, Ack-Ack guns were not manned, and at Boram 60 enemy bombers and fighters were lined up ready for a raid on one of our bases. Within the space of a few minutes Allied planes had accounted for nearly 170 grounded enemy planes and added another word to their vocabulary. Thereafter, to "Wewak" an objective was to blast it out of existence.

Aitape fitted into the American strategy only as a staging point along the road to the Philippines and Tokyo, and as with all such bases General MacArthur was content to build up a perimeter defence to cover the airfields and leave the by-passed Japanese to their own ends. Despite the constant pounding given them by Australian Beaufighters and Beauforts operating from the Tadji strip, by July the Japanese had been able to move up sufficient men and material from Wewak under cover of darkness to stage what the Americans describe as a "reaction."

They furiously counter-attacked the eastern approaches of the 20 mile perimeter held by two American divisions with the support of an attached Cavalry Regiment. Savage hand-to-hand fighting went on for days, the fanatical Japanese discounting the losses they suffered at the hands of the Americans and from low-flying Australian bombers.

LATE last year the American divisions were wanted for the Philippines operation, and the 6th Australian Division relieved the American force, which was twice its size. Its role was not just to hold the airfield but to drive a hundred miles down the coast to Wewak and liquidate the Japanese still remaining in the area.

Australian Intelligence successfully contrived to convince the numerically superior Japanese that they were opposed not only by the 6th Australian Division but also by an additional full division. Small as was the Australian force detailed for the operation, its prowess and battle experience were in marked inverse proportion to its size. Of all Australian Divisions, the 6th is perhaps the most famous. Formed in 1939, it was composed of the first Australian volunteers in this war. It opened its account with the storming of Bardia and Tobruk, followed with the gallant struggles of Greece, Crete and Syria, and, returning to the Pacific, spearheaded the drive across the Kokoda trail, and other arduous early New Guinea campaigns.

EARLY spectacular results were not possible when the Australians took over last November. First, it was necessary to stem the steady stream of Japanese who were bypassing Aitape to the south through the Torricelli Mountains and making their way westward. Veterans of the 17th Brigade drove inland into the razor-edged mountains. Struggling over terrible terrain, they hacked and wended their way over a series of heart-breaking ridges, closing one escape track after another in the face of sporadic but desperate Japanese resistance. When they captured Maprik, former gold centre, their arduous task was completed.

Meanwhile, the 16th Brigade had driven forward from the holding line the Americans had established east of Aitape and were rolling up the Japanese along the flat, swampy coastal strip leading to Wewak. The numerically superior enemy stubbornly contested every yard of the way, sowing numerous mines and taking every advantage of the terrain. Between Aitape and Wewak, Australian engineers constructed no less than 80 bridges: a grand achievement.

Eighty miles lay behind the Australians early in April 1945 when they increased the tempo of their advance and took But and Dagua airfields at the point of the bayonet in irresistible charges. The fresh 19th Brigade, which early in the war had marched and fought 29 miles in the opening day of the break-through inside the Tobruk perimeter, took the ball from the feet of the 16th Brigade.

H.M.S. Newfoundland, H.M.A.S. Hobart, supporting destroyers and Australian and American bombers, delivered a tremendous bombardment to pave the way for the final assault late in May. Headed by tanks the 19th swept across the base of the Wewak peninsula, then moved in to stamp out the 800 Japanese who had remained to make a last stand. Using flame-throwers, explosives and grenades, they liquidated the enemy one by one in their foxholes, caves and tunnels. Where the caves were too deep for flame-throwers to reach the fanatical defenders the Australians sealed the entrances with dynamite, thus entombing them.

An amphibious force landed ten miles east of Wewak, astride the main track leading to the Sepik escape route; and when it linked up with the main Australian force moving along the coast the rout of the enemy was complete. With Australians hot in pursuit, the shattered Japanese remnants were fleeing into the forbidding Torricellis.

SO ends the story of Wewak, so costly for Japan. The fate of the luckless survivors of the garrison is certain. They will probably try to make their way up the terrible Sepik to the no more hospitable territory of Dutch New Guinea. Divorced from their last supply dumps they will have to live off the country, which will mean death by starvation for many of them.

Through Dense Grass and Jungle in New Guinea

JAPANESE BOMBERS CAUGHT ON THE GROUND BY THE R.A.A.F. at Dagua in the Aitape sector of New Guinea were joyfully inspected by Australian infantrymen, seen (1) plunging through tall grass after seizing the vital airstrip on March 25, 1945. Near We wak (see facing page) an Aussie private carefully scrutinized an enemy foxhole (2) whose occupants he had liquidated. Armour of the 6th Division, with protecting infantry screen, moved up to attack in the same area along a hacked-out jungle track. See also page 97.

Photos, Australian Official

FIRST FULL-DRESS RED ARMY PARADE IN BERLIN was held late in May 1945, when Col.-Gen. Berzarin, Soviet Military Commandant of the City (killed in a motor-cycle accident on June 17), addressed his troops (top) in the Tiergarten. The occasion was the return to Moscow of the Banner of Victory—the first red flag (extreme right) to be flown over the Reichstag. Badly blasted was Berlin's most famous hotel, the Adlon (bottom left). Some of the 2,000,000 German civilians who remained in the capital helped to clear this rubble-blocked street (right) by order. On June 5 military representatives of Britain, the U.S., the U.S.S.R., and France announced from the Reich capital the joint occupation of the " Greater Berlin " area by forces of each of the four Powers (see facing page).

Photos, U.S. Official, Pictorial Press

Men of Destiny Who Govern Occupied Germany

At Marshal Zhukov's headquarters on the outskirts of Berlin on June 5, 1945, there was signed by the four Allied commanders-in-chief an historic agreement for the future government of every phase of German life, in four zones of occupation. How these tasks, of enormous complexity are being pursued is told by JOHN ALLEN GRAYDON. See also illus. pages 148 and 149.

STRIPPED of her ill-gotten conquests, Germany has had her frontiers provisionally fixed as those existing on December 31, 1937. And in the absence of a central government or authority in Germany capable of accepting responsibility for the maintenance of order, the administration of the country and compliance with the requirements of the victorious Powers, the Governments of the U.K., the U.S.A., the U.S.S.R., and the Provisional Government of the French Republic formally assumed that authority on June 5, 1945.

This was signalized by the signing of an agreement by the four Allied commanders-in-chief: Field-Marshal Montgomery, General Eisenhower, Marshal Zhukov and General de Lattre de Tassigny. As governors of post-war Germany, their zones of occupation and authority were for the time being fixed as Eastern Germany for the Russians, North-Western for the British, Southern for the U.S., and extreme South-Western for France.

THE first meeting was too brief for these points to be settled, but within a few hours Russia made it known that she wished to occupy about 50 per cent of the Reich's total area. If this were agreed upon, it would necessitate a withdrawal by the Americans of over 150 miles to the west from parts of Saxony and Thuringia, and of about 60 miles in Central Germany. A comparatively small British withdrawal would be mainly from the Wismar area, where our 2nd Army met the Russians; Lübeck, Hamburg and the Kiel Canal would remain under British control.

The Governments of the Four Powers announced it to be their intention to consult with the Governments of other United Nations in connexion with the exercise of this authority; and if smaller Allies assisted in the occupation by sending contingents of troops these would be under the control of the C.-in-C. of the zone.

Administration of the Greater Berlin area is to operate under the general direction of a Control Council consisting of the four Commandants, each to serve in rotation as Chief Commandant. In these tasks each is assisted by a highly qualified staff.

Offices of Grave Responsibility

To ensure that all German authorities and the German people shall carry out unconditionally the requirements of the Allied representatives, the Control Council has under it a permanent co-ordinating committee, composed of one representative of each of the four Commanders-in-Chief, and a control staff organized in the following divisions: military; naval; air; transport; political; economic; finance; reparation, deliveries, and restitution; internal affairs and communications; legal; prisoners of war and displaced persons; manpower. There are four heads of each of these divisions, one designated by each Power.

These are offices of grave and tremendous responsibility, and as adviser on political matters Field-Marshal Montgomery has the services of Sir William Strang, K.C.M.G., C.B., M.B.E., whose experience in this sphere marked him as pre-eminently fitted for the position. As head of the Central Department in the Foreign Office, he went to Moscow in June 1939 for negotiations (which, unhappily, proved abortive) in connexion with a Mutual Assistance Pact with the Soviet Union. In October 1943 he accompanied Mr. Eden to a conference of Foreign Secretaries in the U.K., U.S.A. and the Soviet Union in Moscow. And in November 1943 he was appointed U.K. representative on the European Advisory Commission and given his knighthood.

Head of the British economic division is Sir Percy H. Mills, whose efforts are directed at seeing that Germany never again has the opportunity of harnessing her industrial machine to the purposes of war. He knows German industry well, and is considered to be one of Britain's greatest experts on machine tools. In normal times managing director of a big Birmingham engineering firm, W. and T. Avery Ltd., he is performing his present onerous duties without payment.

Sir Percy Mills has had a striking career. He went to a council school at Stockton-on-Tees, won a scholarship and went to a local central school, then at 16 was apprenticed to a local engineering firm. Five years later he moved to the Midlands and concentrated on high-precision engineering. Early in the war, when there was threat of a serious bottle-neck in the vital machine tools industry, he was called in to put matters right. He broke the bottle-neck, and within a year was Director-General of Machine Tools and was knighted for his great services. His team of experts includes men skilled in the various fields of industry—who know all there is to know of mining, food, agriculture and other activities of German industrial life.

FIELD-MARSHAL MONTGOMERY'S chief representative for control problems is Lieut.-General Sir Ronald Weeks. He served in the First Great War, and in the Second Great War as Director-General of Army Equipment and, since 1942, as Deputy Chief of the Imperial General Staff—the first Territorial Army officer ever to receive a Staff appointment. Many were surprised when a Territorial—a non-professional soldier—was given such an important post, but it should be remembered that Gen. Weeks was a "Terrier" as long ago as 1912 (he is now 54 years of age). A lover of hard work, he was at his post at the War Office at 9 o'clock every morning and invariably remained there until 8 in the evening. Even then his day was not complete, for he took home papers to be studied at his flat.

Son of a mining engineer, Sir Ronald Weeks wanted to follow that occupation, and for nearly a year he worked below ground, then began training as a research chemist with a firm of glass manufacturers, later becoming a director of the firm. Now the destiny of Europe is partly in his hands.

Sir Ronald Ian Campbell, K.C.M.G., C.B., an Assistant Under-Secretary of State in the Foreign Office, also is on the European Advisory Commission, with the rank of ambassador. Entering the Foreign Office in 1914, he has served in Washington, Paris, Brussels, Cairo and Belgrade.

MONTGOMERY TO THE GERMANS

AS British Representative on the Allied Control Commission (Marshal Zhukov representing Russia; Gen. Eisenhower the U.S.; Gen. de Lattre de Tassigny, France), Field-Marshal Sir Bernard Montgomery, C.-in-C. of the British area in Germany, issued on May 30, 1945, the following proclamation to the population.

1.—I have been appointed by the British Government to command and control the area occupied by the British Army. This area will be governed for the present by Military Government under my orders.

2.—My immediate object is to establish a simple and orderly life for the whole community. The first step will be to see that the population has (a) food, (b) housing, (c) freedom from disease. The harvest must be gathered in. The means of transportation must be re-established. The postal services must be restarted. Certain industries must be got going again. All this will mean much hard work for everyone.

3.—Those who have committed war crimes according to international law will be dealt with in proper fashion. The German people will work under my orders to provide the necessities of life for the community, and to restore the economic life of the country.

4.—There are in the British area a very large number of German soldiers, sailors and airmen, and all these are now being assembled in certain localities. The German Wehrmacht, and other armed forces, will be disarmed and disbanded. All German soldiers, sailors and airmen are being sorted out by trades and occupations. In a few days they will start to be discharged from the armed forces so that they can get on with the work. The most urgent need is the harvest, therefore workers on the land are going first: men of other occupations and trades will be discharged to work as soon as it can be arranged.

5.—I will see to it that all German soldiers and civilians are kept informed by radio and newspapers of how the work is going on. The population will be told what to do. I shall expect it to be done willingly and efficiently.

ALLIED OCCUPATION OF GERMANY as fixed before D Day, showing the line to which the British and U.S. armies had advanced when the Germans surrendered. Following the announcement by Moscow on June 6, 1945, of an extension to the Soviet zone, adjustments will need to be made in the British and U.S. areas. *By courtesy of The Observer*

Now It Can Be Told!

'OPERATION FIDO': BEATING AIRFIELD FOG

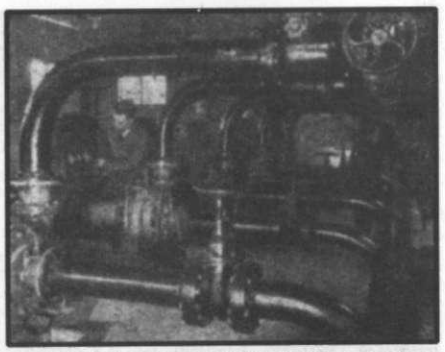
WITHIN about 15 minutes of the light-up order being given, a fog-enshrouded airfield can be completely cleared of this greatest natural enemy of the airman. The miracle is performed by "Fido," another astonishing all-British achievement just recently revealed. Pre-war experiments in fog dispersal were inconclusive. Now it is a matter of routine, and from exclusive R.A.F. use it is passing to civil aviation; a super-installation, the biggest and most up to date so far, is being installed at the new aerodrome at Heath Row, Middlesex.

It is another chapter in the story of the Battle of Oil. In the early days of wartime experiment, when the experts prophesied failure, the code name "Fido" was derived from the initial letters of "Fog Investigation Dispersal Operations." When the apparatus proved a brilliant success, the R.A.F. retained the code name and fitted it to "Fog Intensive Dispersal Of."

The first success was gained with it on Nov. 4, 1942, when in Hampshire a dense fog of 50 yards' visibility was cleared by petroleum burners in an area about 200 yards square to a height of 80 feet. By Jan. 1943 large-scale runways had been constructed for further experiments. These were on the same scale as actual operational runways and had the advantage of being available for experiments by day and night.

On Nov. 19, 1943, Fido first came into operational use, when four Halifaxes landed successfully after a bombing expedition to the Ruhr, though the surrounding visibility was only 100 yards; ten minutes after Fido had been lit the visibility on the runway increased to the equivalent of from two to four miles. Since that day more than 2,500 Allied aircraft have been safely landed—many of them in dense fog—with their crews of over 10,000 airmen.

Rundstedt's Ardennes offensive at Christmas—the last German major offensive of the war, which was launched at a time when fog covered Europe—was halted at a critical period largely by the weight of Allied air attack because bombers were able to take off and land with the assistance of Fido.



FIDO PUMPING MACHINERY feeds the fuel pipes along the airfield runways in the fog-clearance "miracle" described here.
Photo, British Official

This installation for dispersing fog in bulk by artificial heating of the air consists of three main portions, (a) burner lines, (b) pumping and distribution, (c) storage, and its crew consists of a sergeant, three corporals, 17 aircraftmen. Pipes through which the petrol is pumped enclose the airfield in a rectangle, and through small holes at intervals in the pipes blazing petrol vapour is forced under great pressure, billowing two feet high. An aerodrome so equipped may use 70,000 gallons of fuel in an hour. So far the total of petrol consumed is 30,000,000 gallons.

The apparatus frequently clears the air to a height of several hundred feet, with the result that sky and stars are visible over the runway. The glow of the burners on an aerodrome has been seen by air crews over the North Sea, and from the Dutch coast.

DOWN A LANE LINED BY FLAMING FUEL a Lancaster takes off in conditions of perfect visibility from an airfield which a few minutes before had been completely fogbound.
Photo, British Official

WAR FACTORY UNDER HOUSES OF PARLIAMENT

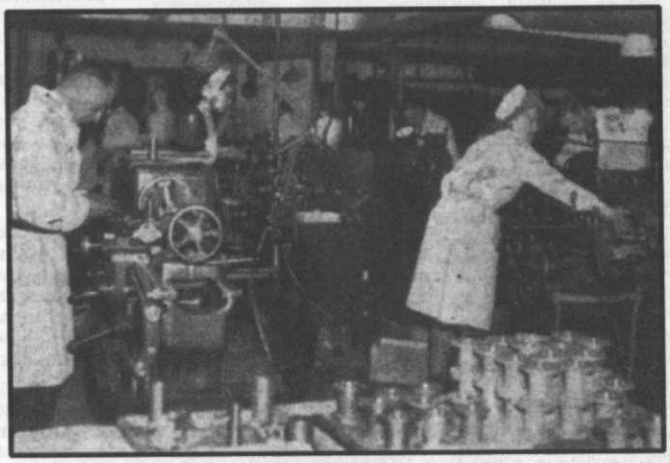
WHEN doodle-bugs were falling thick and fast on London, a secret factory beneath the Houses of Parliament—in the vaults made famous by Guy Fawkes—was busy turning out weapons to counteract the flying bombs. They were new instruments, urgently needed at the coastal gun-sites, and when the order was given to the Palace of Westminster's Munition Unit (the factory's official title) there was no dallying. In a matter of hours the weapons were delivered and in action.

Flying bombs now figure only in evil dreams, but the factory still hums with great activity. For the 150 men and women have heard the call for a secret "something" designed to hasten the end of the war with Japan.

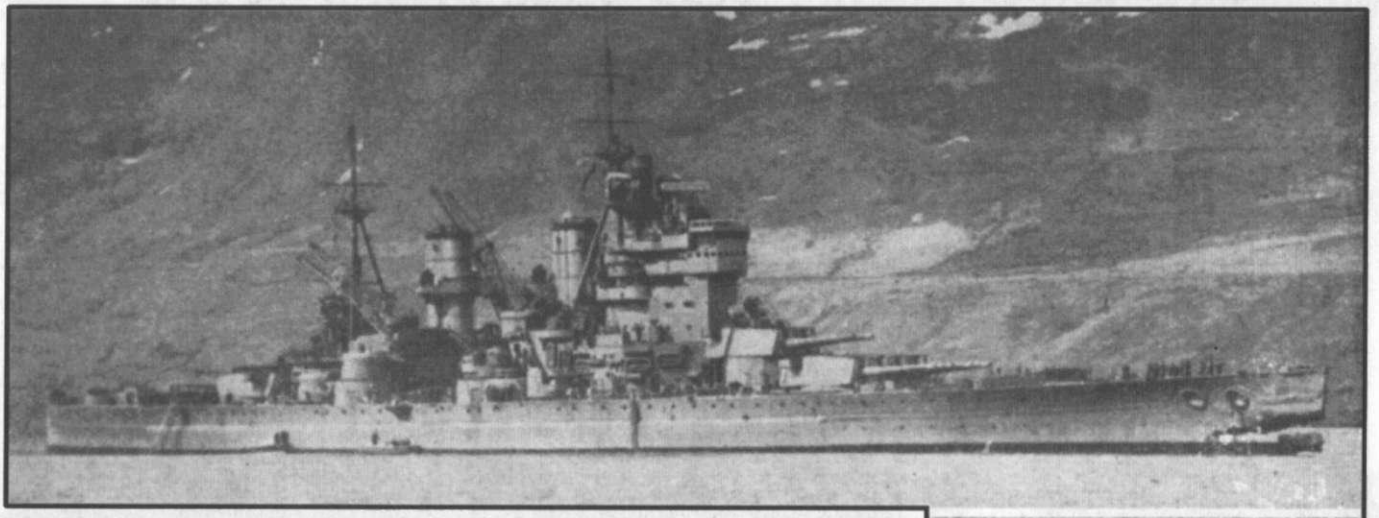
During the war with Germany there were 1,224 Alerts at the Palace of Westminster, and Parliament was hit by bombs on 12 occasions. Two of our own shells struck the building, one damaging Big Ben, the other exploding in the Royal Court. A shell crashed into the library of the House of Commons but did not explode. Total casualties were three killed and 15 wounded. And still the work went on in the factory.

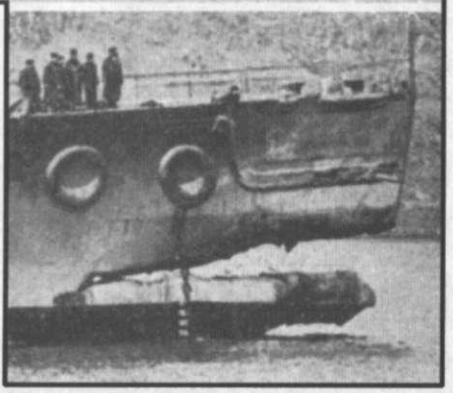
Three hundred square yards it covers, comprising a large vault and several passages, and for two and a half years it has been in operation with few outside of those immediately concerned aware of its existence. Honour for its inception goes to three M.P.s, and when the idea was cautiously made known amongst those most likely to accept employment, there was no lack of response. Mostly voluntary part-time workers, the 80 men and 70 women engaged inspected and assembled 2,000,000 shell fuse parts in the first 18 months of their labours.

At one time eight different war contracts were being skilfully handled by these policemen, Cabinet Ministers' wives, mothers and daughters, Parliamentary counsel, firemen, Civil Servants, retired Army officers, young men awaiting their call-up, and others who constituted the factory's capable "hands." The ages of these workers in the vault have



INSIDE THE SECRET WORKSHOP where men and women workers turned out anti-flying bomb weapons. Today "something" for use in the Far East is being manufactured.





H.M.S. KING GEORGE V, 35,000-TON BATTLESHIP, it was revealed on May 23, 1945, collided off the Irish coast with H.M. destroyer Punjabi in May 1942, cutting her in two ; only a few of the destroyer's crew survived. The battleship (above) in an Icelandic fjord after the collision, and (right) her damaged bow. See also page 135, and illus. in page 678 Vol. 8. *Photos, British Official*

ranged between 17 and 70 and, not to be outdone by youth and advanced age, Houses of Parliament postal, telephonist and kitchen staff personnel have joined in, as extra demand has fallen on the establishment. Hard work demands reasonable living, and so a factory canteen was established to serve 150 two-course meals per day.

It has been no case of "All work and no play," for on occasion a grand piano and a R.A.F. dance band have been introduced into the Grand Committee Room of Westminster Hall. And in the early days of this year the first act of "Love in Idleness" was played before the workers: this making history in that never before had a theatrical performance been staged within the area of ancient Westminster Hall.

SECRETS OF LONDON'S MYSTERY CITADEL

MANY thousands of people stared in wonderment during the last four years at an enormous, fortress-like building erected at the back of the Admiralty in London, with walls eight feet thick and guarded by A.A. guns. Here is the first description of a visit to this mystery building, known as "The Citadel." It was the Admiralty's wartime home. (See illus. in page 450, Vol. 8).

Through the vast Admiralty buildings in Whitehall, winding round a labyrinth of passages, I was halted by my guide in front of two massive steel doors—rather like a ship's watertight compartments, with controlling wheels by which they are closed. "This is the Citadel," he explained, as an armed policeman came forward. We were "vetted," for even high Admiralty officials cannot wander through those secret rooms and passages willy-nilly.

Thirty seconds later I was in that "hide-out"—the building specially constructed so that adequate protection from air raids and other forms of enemy activity could be given to vital Admiralty departments, so that if the main buildings were rendered useless the work of directing the operations of the Fleet could be carried on.

WE went down through the air-locks to a cool, air-conditioned atmosphere. There was a clatter of teletypes, the buzz of conversation in the biggest telephone exchange I have ever seen; the glimpse of gold braid on the sleeves of high officers. But although my guide told me that 700 people, many of them girls, worked the clock round in three shifts, I could not realize that I was in the most important building in London—if not the whole Empire.

In the 156 rooms housing all those people were many of the Admiralty's secrets. I saw dozens of people handling messages to all ports of the world. "There is no place we cannot contact," said a senior member of the Admiralty staff. "We use from this hitherto secret place every known method of communication—teleprinter, radio, voice frequency, and for the not too secret messages the telephone."

Up in the top of the building great dynamos have stood ready for five years to take over the task of giving life-blood to the Admiralty's radio, by which any ship on the high seas of the world can be contacted. They stood yesterday grim and silent. They have never been needed.

Every 24 hours 8,000 messages go out through the Admiralty's signals communication branch. "Not only do we see that these thousands of messages are correctly received or transmitted, but we see that they are properly delivered, and that often means 100,000 copies a day, using a ton of paper every 24 hours," it was explained.

In other rooms teletypes chattered to all parts of the world, giving out thousands of words to the Fleet and the shore establishments. Then I was shown the true "holy of holies," the secret Fleet Information Room, where the movements of every craft are plotted, and where the Naval Chiefs of Staff confer when they want an over-all picture of what is going on.

The Duty Captain showed me round the whitewashed walls transformed into maps, with plots of movements of hundreds of craft—no matter where a naval action is pending this room knows all about it. And deeper still is the Radio Room, in touch minute by minute with the outposts of the Empire.—*R. G. Grant, in Sunday Dispatch*

HOW BRITAIN'S GOLD WAS SHIPPED ABROAD

THE greatest gamble the world has ever known was brought off under the noses of the Germans when, in 1940, Britain's entire gold reserve was moved out of this country. It was totally mobilized for total war, and the vaults of the Bank of England were scraped almost bare. In bars, ingots and coin it went—to America, to pay for war supplies. Story of this modern gold rush was released in June 1945.

Our proud liners the Queen Mary and the Queen Elizabeth carried vast quantities of it. Rusty "tramps," whose cargoes had formerly been of the very humblest, shared with warships the task of ferrying more of it away. Such was the haste of this trans-atlantic adventure, and such the activity of the ships, that at one moment there were on the High Seas consignments totalling more than £150,000,000 of gold.

From ports all over Britain the bullion ships set sail, taking in their cargoes from motor vans escorted to the docks under armed guard. Gold reserves and current production in the overseas countries of the Empire were "conscripted," too, for the Empire's benefit, and this was concentrated at naval bases all over the world, at points where its presence was most desired.

Some of the ships went unescorted. But in spite of U-boat packs and lone hunters, commerce-raiders and enemy aircraft, the loss was almost insignificant: only £500,000 out of shipments exceeding £1,000,000,000 handled for the Treasury by the Bank of England. Masterly salvage work kept the figure thus low, as in the case of the Niagara, whose sinking represented the biggest single loss. The Niagara went down in 420 feet of water, with its £2,000,000 cargo. And from that depth an Australian salvage team recovered most of it—all but £80,000 or £90,000 worth.

No insurance company in peacetime would have undertaken the risk of "covering" some of these cargoes. In war it was a case of take a chance and hope for the best. The sheer impudence of the undertaking carried them successfully through. After the start of the Japanese war the risk was increased. It was necessary to move bullion to America across the Indian Ocean and the Pacific, and this was done, in open defiance of the odds piled heavily against the accomplishment. It was on this run that the Niagara was sunk; an old steamer which used to ply regularly between Auckland, Sydney, and Vancouver, she finished her plucky career in the Tasman Sea, off New Zealand.

Eisenhower: the Man Behind the Name

One year ago this great American led that mighty Allied venture, the seal on which was set with the Unconditional Surrender of Germany. In command of 5,000,000 troops, he has achieved almost overwhelming fame and popularity. "He has walked right into the history books," says RALPH McCARTHY, who in this appreciation reveals something of the man himself.

JUNE 6 is for ever bright in the story of Britain. One year ago on that day—D Day—the Allied armies stormed on to the shores of Normandy, and the people of this land held their breath.

Do you remember that morning? How men in buses and trains called out: "Have you heard? It's started!" How people exchanged the latest news, queued up for newspapers, hastened to the radio. How the sun seemed to shine with a peculiar brilliance. How silent it seemed here in Britain, despite the squadrons of planes incessantly in the sky. How the thoughts of all were across the strip of Channel, with the men daring the barricades of the beaches.

It was for British people the greatest day of the war, Dunkirk was avenged. And it had been avenged from Britain. From the shores of the homeland the Allied troops had set sail to Normandy on their way to Germany. Should there be any question of a Memorial Day for the Second Great War, as November 11 was chosen for the First Great War, the people of Britain would choose, not May 8, V Day, but June 6, D Day, as the day of memory.

He Conceals His Own Greatness

How well that expedition fared can be judged today. Before a year had passed the last battle had been won and Europe wrenched from the Nazi grasp. But though this is Britain's day, the British people know that it was an Allied venture, that American troops fought and died on June 6, that the army of liberation were really brothers-in-arms, that they came from Pasadena as well as Paisley, from Nebraska as well as Norfolk.

And on this day it is fitting to pay tribute to the one man who more than any other individual made that success possible—one of the really great men of the war—one who, because of his own avowed policy of hiding his greatness, has not received the credit which he deserves: to General Dwight D. Eisenhower, Supreme Commander of the Allied Expeditionary Force.

Now that it is all over we can step back and look at him and his achievements. Really they are remarkable. He has walked right into the history books, and his place is permanent. Because, too, his task of winning battles is done we can disobey his request and tell something about him, something that reveals Eisenhower the man. There are two stories that I particularly like.

THE first one happened a few weeks after the Allied landings in North Africa. The fighting was hard and bitter. The American Army was in battle for the first time. Back in the United States the newspapers and radio networks told flamboyant stories of American achievement, until one day Eisenhower sent for the U.S. war correspondents.

"Listen, boys, you're making a mistake. Most of the fighting is being done by the British. Give them the credit. Our troops are new to this war. They'll learn—as the British had to learn."

The result was that U.S. newspapers, while naturally continuing to give considerable space to the actions of their own men, did tell their readers of the feats of British troops. Later events justified Eisenhower's faith in his men; America will remember Bastogne with Bunker Hill.

THE second story is more recent. Before the war a woman, who is British, married in Southern France a stateless Russian. On the collapse of France she escaped home to London; her husband remained. He fought with the Maquis and, in the liberation battles, fought in American uniform with the U.S. troops. He was badly wounded. He was taken to an American hospital, but he had no identity tab, no papers; officially he did not exist. His young wife made every effort to get him to Britain, but all failed. Finally she wrote to Eisenhower.

A few days later she had a reply; the letter expressed sympathy, told her that investigation was being made and, if the facts were true, action would be taken. It was signed "Dwight D. Eisenhower." The next day her phone rang; a pleasant American voice said: "I'm speaking for General Eisenhower. Gen. Eisenhower wants you not to worry. Just that, not to worry." The husband is now in a hospital in Britain.

What is remarkable about that story is not the big-heartedness of the man, but the fact that Eisenhower, in command of 5,000,000 troops, is surrounded by no barrier of officialdom. His system allows him to see everything, listen to everyone. Other facts about Eisenhower are already known; he is 54, one of six sons of hard-working parents. He is descended from a family which left Germany in the seventeenth century as a protest against religious persecution.

Personal Reply to a Grievance

His army career has been achieved without influence; in 1941 he was a colonel with a reputation as a "brain" and military organizer. He is unconventional and direct; he swears; in peacetime he plays golf and bridge. He is married and has one son. But there is something else; he avoids publicity. He is one of the few men who really mean it when he says he wants to be ignored.

When American troops flooded into Britain in preparation for the invasion, a British citizen who thought he had a grievance wrote to the U.S. authorities. The reply was a charming letter rectifying matters signed "Dwight D. Eisenhower." A Fleet Street editor wanted to publish the correspondence to clear the atmosphere of this island, overcrowded with British and American troops. Again Eisenhower wrote, "Please, my policy is no personal publicity."

Instead he has turned the limelight on his brilliant lieutenants—on Montgomery, beloved by Britain, on Bradley, on Patton and, especially, on his troops in the ranks, the Tommies and the G.I. Joes. But never on himself. This is wrong. For long the talk has been: "Of course, Eisenhower is good, but he's not a fighting man. He is the super-managing director of the world's biggest enterprise." That is untrue.

Not until the war had almost ended did we learn how good a soldier he was, of the important part he played in the strategy of the battles of victory. Indeed, the astonishing manoeuvre which surrounded and broke up the whole Ruhr defence area has been revealed to have been Eisenhower's own plan.

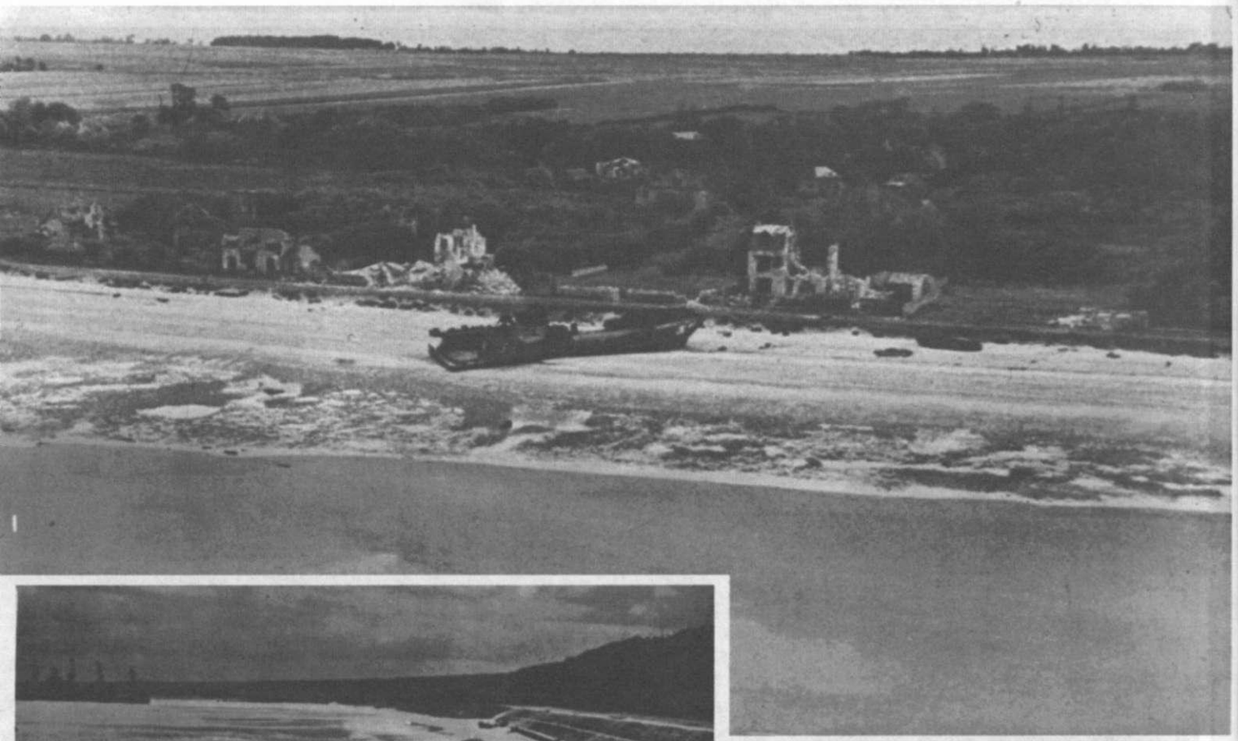
In all ways he is a big man. Today the people of Britain honour him. They recall with gratitude that it was he who decided on June 6 as D Day; it was he who led the liberating armies on to victory.

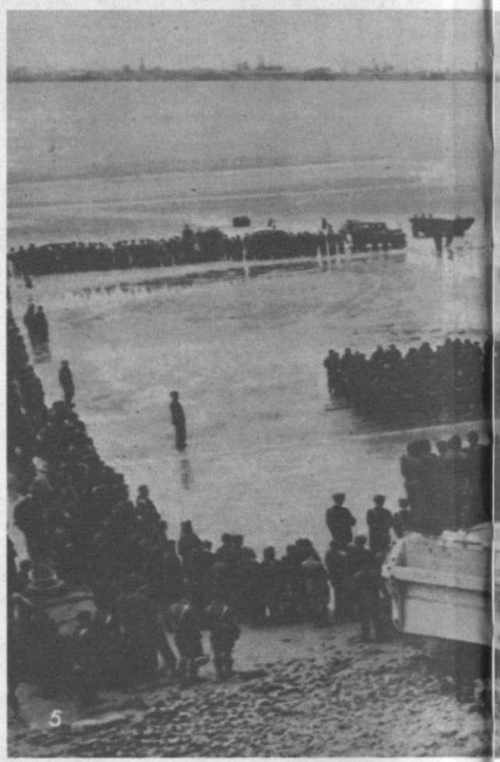
GENERAL EISENHOWER "CAPTURED" LONDON on June 12, 1945, when, accompanied by Air Chief Marshal Sir Arthur Tedder, he drove to Guildhall to be made a Freeman of the City. Outside the Royal Exchange (in background) one of the biggest crowds within memory cheered him on his way from Guildhall to the Mansion House. Later that day he was invested by H.M. the King with the Order of Merit—the first U.S. soldier to be so honoured. The article in this page appears by arrangement with the News Chronicle. *Photo, Central Press*

Photo, U.S. Official

He Led Our Liberating Armies to Victory

Following his great reception in the City of London on June 12, 1945, General of the Army Dwight D. Eisenhower, Supreme Commander of the Allied Expeditionary Force, left Germany for the United States on June 16 for an indefinite period. A hero's welcome awaited him at La Guardia Airport, where he would arrive from Washington after seeing President Truman : then a two-hour triumphal ride through New York to the City Hall to receive a special gold medal.





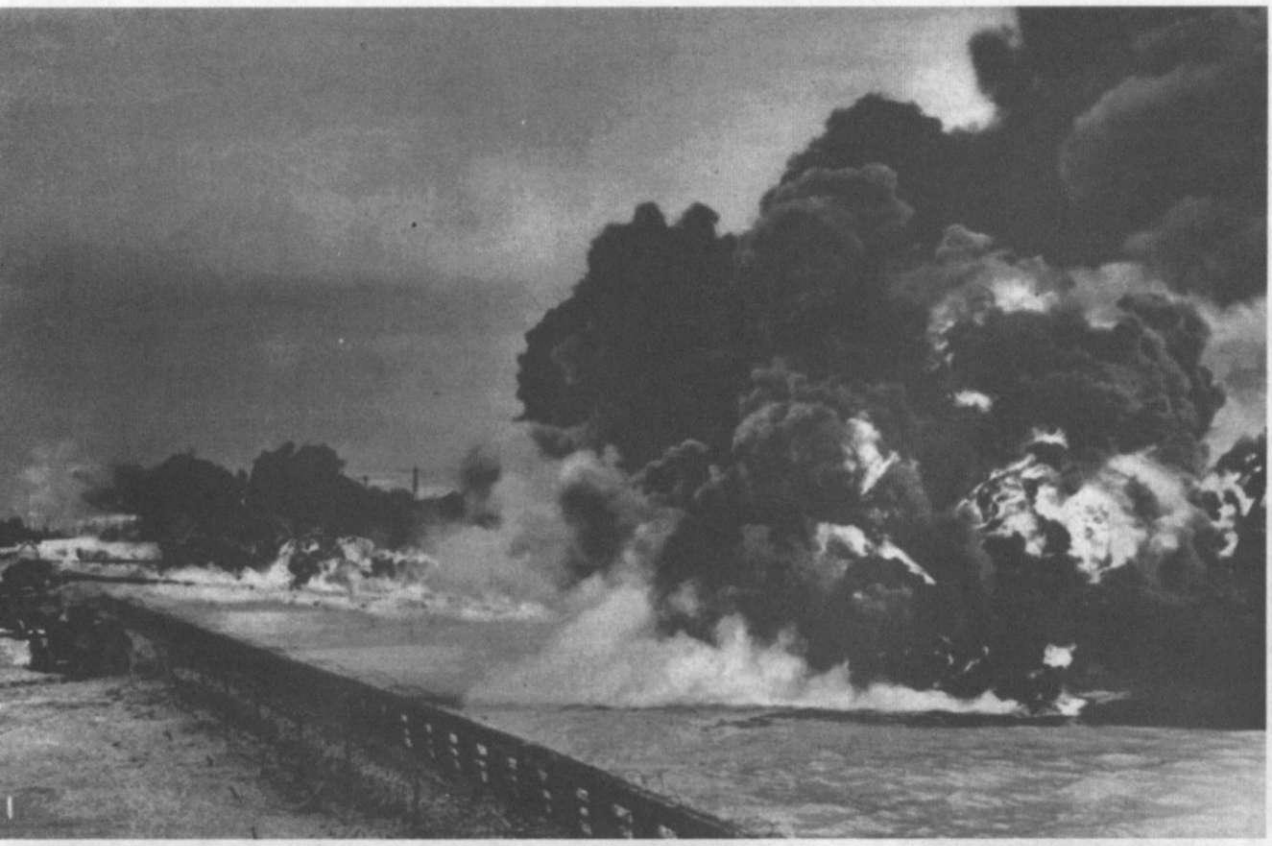
On the Normandy Beaches Were Remembered—

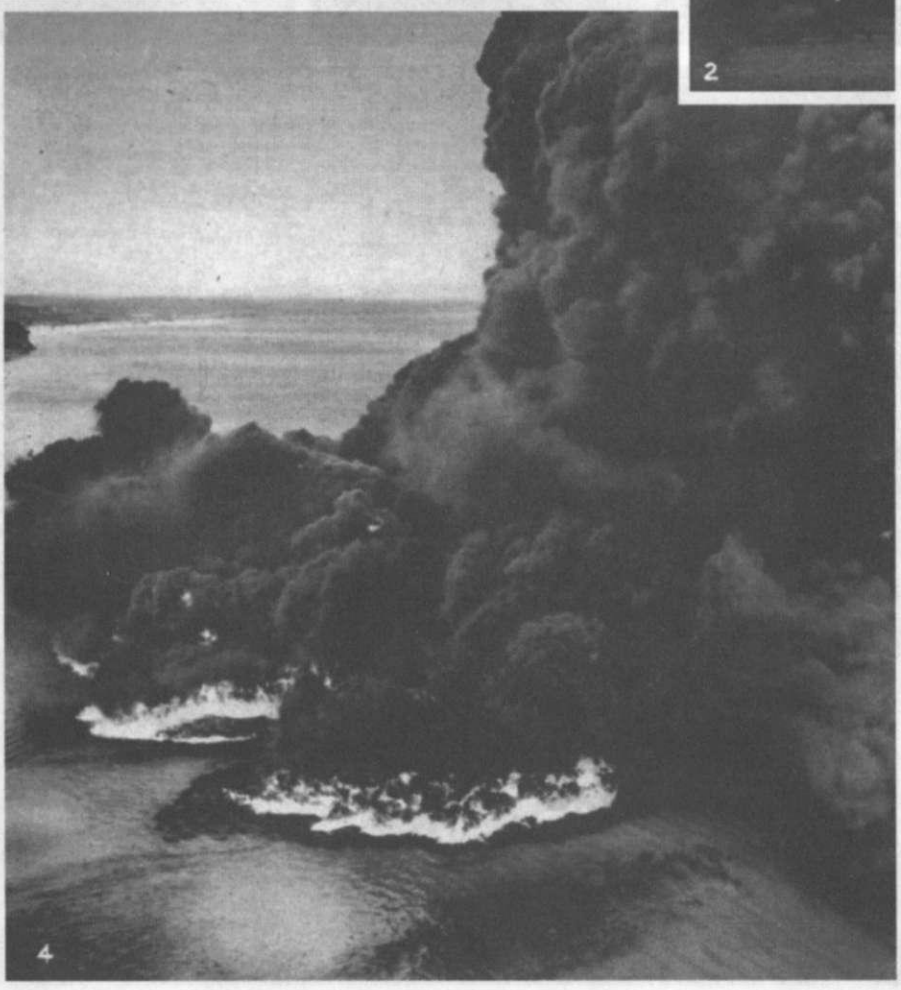
First anniversary—June 6, 1945—of the D-Day assault on the coast of France saw the deep scars of war being softened by Nature or slowly effaced by man's hand. A beach the British assailed (1), with the houses of Arromanches in the background. Outside Caen a farmer's team plodded by the grave of one of our fallen (2). Probably the most completely destroyed city of France, St. Lo (3) is being cleared for rebuilding. Omaha Beach (4), near Bayeux, where the Americans landed.

Photos, British Newspaper Pool, Keystone, News Chronicle

—Those Who Had Fallen on That Fateful Day

Tribute was paid at Arromanches by 600 British troops, Allied diplomats and thousands of French men and women at an impressive D-Day service (5): the centre-piece a wooden altar, in the distance a crumbling line of blockships that had formed the breakwater for "Mulberry B" (see pages 430–434, Vol. 8). A British naval guard of honour presented arms, eleven Mosquitoes dipped their wings in salute, and Royal Marine buglers sounded the Last Post.





Nazi Invaders Would Have Been Roasted on the Sea

Photos, British Official

A terrifying reception was ready for any German seaborne force attempting to land on Britain. Among recently revealed devices of the Petroleum Warfare Dept. were heavy flame-throwers installed for the defence of the Channel Ports in 1940 (1), and a vertical type which hurled blazing fluid against low-flying aircraft (2). Yet more deadly to any landing craft was a means of setting the Channel ablaze by projecting oil into the sea from shore pipes (3), and igniting it by chemical means (4).

VIEWS & REVIEWS

Of Vital War Books

by Hamilton Fyfe

A BOOK by Brigadier J. G. Smyth, V.C., M.C., demands, by reason of his qualifications, careful study, and it is certain that nobody who reads Defence Is Our Business (Hutchinson, 10s. 6d.) is likely to feel that time has been wasted upon it. The writer deals with the future more than the past. He draws conclusions from experience (his own including service in Burma, where he commanded a division, and the skilful handling of a brigade at Dunkirk). He discusses the qualities of the leaders who beat the German armies decisively and beyond all doubt. But the main purpose of his book is to sketch a plan for the solution of our military problem when the Japanese as well as the Nazis have been soundly defeated. It is to a great extent, he says, a business proposition.

> It is a question of balancing what we ought to have with what we can afford. If our defence force is too weak, we shall become a second-class power. If it is too strong it will adversely affect our trade, our prosperity and our standard of living.

We cannot safely "leave it to the experts. That would be a grave mistake, which landed us in trouble before." Blame for our weakness in the face of German rearmament "has generally been placed on the shoulders of our politicians, but they were really only the mouthpieces of the British people," who "took very little interest in the whole business of defence in the period between the wars." That must not happen again, urges General Smyth. "It is the British public which should dictate the quality and quantity of our peacetime defence forces." His aim is to help the British public to do that.

They Defied Treasury Orders

As an illustration of what he wants the public to do he cites the obstacles which the Treasury put in the way of our making ourselves secure.

> In the years between wars the Treasury had been insistent that we should not embark on any construction of heavy tanks. No notice was taken of the many warnings given as to the numbers and performance of the German tanks which were being turned out in increasing numbers. Had it not been for a small number of tank experts and enthusiasts at the War Office who, in spite of orders to the contrary, continued to study and design heavier tank models, we should have taken even longer than we did to evolve any tanks at all.

As it was, "the British Army went to war, practically speaking, without the most effective weapon of the last war, which they themselves had invented."

Now, it seems to me that to blame the public for this is to ignore the conditions of our political life. Neither a nation nor an individual can reach decisions about anything unless they have the facts. If the facts are concealed from them (as in this case they were), it is impossible even to begin making up their minds as to what course should be taken. The public were told they could trust the War Office and the Treasury to take care of their interests. Ministers in the House of Commons read out answers, prepared for them by their permanent officials, assuring M.P.s who asked questions that everything in the garden was lovely. Baldwin kept on saying there was no need to be afraid of Germany. How could the public know what the truth really was?

The public does not know, never has known, what the Treasury is, what decides its actions, who prompts its interference with such matters as the building of tanks. Now and then a little corner of the veil is lifted, as when Mr. Churchill admitted he had made a mistake in returning to the Gold Standard when he was Chancellor of the Exchequer and head of the Treasury, and explained that he had been misled by the leading financial authorities in the City of London. It has never been made plain to the public that it was those same financial authorities who played their own game by forbidding the expenditure of large sums on the armaments required to enable us to stand up to German Nazis and Italian Fascists and make them understand it would not pay them to make war.

In the Years Between Wars

General Smyth's conception of democracy is too simple. He thinks the masses can settle matters as they choose. He does not allow for their abysmal ignorance, due to their being kept in the dark about everything that matters by those who ought to be their instructors—the politicians, high and low. Democracy can never work well unless clear issues are presented to the electors by honest men and women who are desirous only of the public good. It works well during war because there is then a perfectly clear issue—are we prepared to submit to the enemy or are we determined to win? The people know the facts—not all of them, but enough on which to form judgement.

Misled About German Rearmament

If they had known the facts in the 1930's, had been told of the stupidity of the generals who did not believe in tanks and longed to go back to the days of cavalry, had been kept informed correctly about German rearmament, had realized how weak our Air Force was in numbers compared with Germany's, had been given such books as this to enlighten them, they would, I am certain, have voted overwhelmingly for a change both of methods and of men. But you cannot blame anyone for not knowing the right road to take if you have closely bandaged his eyes and thoroughly plugged his ears with cotton-wool.

Brigadier J. G. SMYTH, V.C., M.C., who commanded a brigade at Dunkirk and a division in Burma, is the author of the book on defence problems reviewed here.

Photo, G.P.U.

General Smyth's plan includes Navy and Air Force as well as the Army. He wants a Defence Ministry to manage all three together, with the assistance of a strong Defence Council. This would be far better than having Ministries and separate management for each. It would do away with a great deal of waste. If the Treasury had looked into this and made recommendations to prevent money being thrown away, many millions could have been saved yearly. By "adopting the principle that there are not three Services but one Service," says the author, we could "produce a better article at a reduced price."

WHETHER we shall continue conscription for defence or not it is impossible to say. General Smyth does not think we shall, because he cannot imagine any Government being bold enough to propose it, though he believes that "Britain would be ready to accept it after the experience we have had of what unpreparedness means." It would "simplify and cheapen our defence problem enormously and would ensure that every man and woman for a small part of his or her life would bear a share in the national defence." He holds that if everyone between 18 and 19½ were put through physical training, lessons in citizenship, some general education and special training for the service they would give in case of need, "it would raise the physical standard of the nation considerably, greatly benefit those undergoing it, and make for better citizenship." Few who have studied human nature or have thought at all would disagree with that.

Office Work in the Services

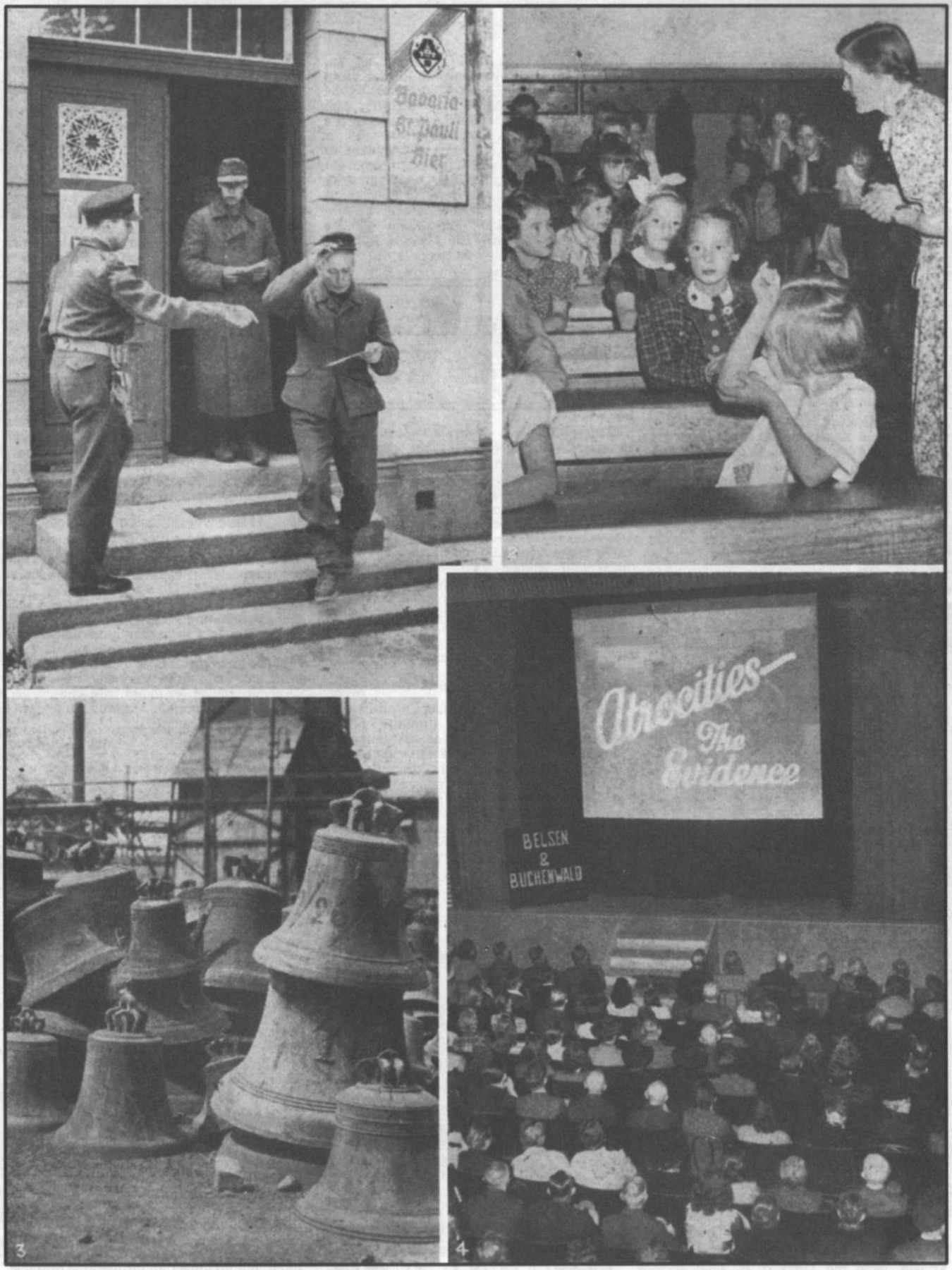
General Smyth would like us to get into line with the Russians by abolishing "that very expensive institution—the peacetime Officers' Mess." He says that "the good old days (how most subalterns used to hate them!) of shining mess silver, gay mess kit, long tables, port wine and long dinners are as dead as the dodo." There should be, he suggests, in every Service station an eating-place for all three Services run on the principle of an ordinary restaurant where meals could be obtained at moderate prices.

> The officer wants his private life just as any other citizen does. He has seen his fellow-officers all day; in the evening—in peace-time, of course—he wants to be able to get out of his uniform and become a private individual and dine where and when he likes. It was fancy uniforms, expensive messes and entertaining which made life so expensive for the young Army officer.

Another reform the general would be glad to see is in office work. When he was a staff officer and when he commanded a brigade, he secured a firm of business organizers to overhaul his office arrangements. This made the work go through more quickly and easily and it gave staff officers more time to go out and about to visit the troops. He hoped other brigades and divisions would follow the example set, but he was disappointed, and he warns us that "office work in the Services will lapse again to its pre-war depths if we do not insist on a high standard." There is far too much of signing forms in triplicate, and issuing in hundreds of circulars orders that could be given verbally, printing all sorts of instructions that need not be printed at all. Annual consumption of paper by the War Office alone is truly terrific.

GENERAL SMYTH does not pretend to believe war is going to be abolished. He hopes so, but evidently thinks it unlikely. He insists that we must be ready to meet invasion. "We have proved that on a large scale amphibious operations are possible. What we have done to others, others may do to us. The English Channel is a good ditch, but no longer an insuperable obstacle." Flying bombs and rockets, poison gas and germ-spreaders may be on the largest scale. Well, we have been warned!

Conjuring Sanity Out of Nazi Chaos After—



DEMOBBED FROM THE BEATEN WEHRMACHT, German ex-soldiers were questioned by the C.O. of No. 1 Disbandment Control Unit in the British 2nd Army zone (1) after being directed to farm work. This German teacher at Aix-la-Chapelle (2) held her first lesson in re-educating Nazi youth, under Allied supervision. At Hamburg, church bells (3) plundered from occupied countries for smelting will ring again. Inhabitants of Brestinfurt were obliged to attend prison-camp horror films (4).

Photos, British Official, British Newspaper Pool, Associated Press

—Four Allies Assume Joint Authority in Germany

SOVIET GUARD OF HONOUR FOR FIELD-MARSHAL MONTGOMERY lined up at the Templehof airport, Berlin (1), when he arrived on June 5, 1945, to sign—with General Eisenhower, Marshal Zhukov and General de Lattre de Tassigny—the historic four-Power agreement assuming supreme authority in Germany and dividing the country into four occupation zones. Marshal Zhukov (2, left) enjoyed a joke with Monty and Eisenhower. Before signing, the delegates assembled at Zhukov's H.Q. (3). See also page 139.

Photos, British Newspaper Pool, Associated Press

Facts Behind the Syria-and-Lebanon Dispute

With the cease fire order to French troops there ended on May 31, 1945, a grave situation in Syria and the Lebanon involving heavy casualties and damage to property, and including the shelling by a French warship of the ancient capital of Damascus. The intricate background of the dispute between France and the Levant Republics is dealt with in this article, specially written for "The War Illustrated" by SYED EDRIS ALI SHAH.

TOWARDS the end of May 1945, while negotiations between France—the mandatory Power—and Syria and the Lebanon were taking place, it was learned that severe disturbances had followed the landing of French reinforcements in the Levant. Conversations ceased immediately, and skirmishes took place between the Arabs and the French and Senegalese forces. Syrian and Lebanese soldiers deserted their French officers and joined their compatriots fighting in Damascus, Homs, Aleppo, and the Jebel Druse. Damascus, age-old capital of Syria, was bombed and shelled by the French forces.

Repercussions were soon felt not only throughout the Arab world but among the Great Powers. Arab solidarity, reinforced by the bonds of the recently created Arab League (see page 398, Vol. 8), which aims at federation of all Arab States, quickly manifested itself in protest. Egypt complained to those countries to which she has accredited diplomats; a strike was proclaimed in Palestine; while the Council of the Arab League was summoned for the first week in June. The Iraq oil pipeline was cut, for the first time since the outbreak of the European war, and the leader of the hundred million Muslims of India registered his protest.

BRITISH ARMOUR AT DAMASCUS was cheered by the Syrians as it entered the capital on June 2, 1945, to act as escort for the 3,000 French troops forming the garrison who were evacuated by night to a concentration area at Mezze, five miles from the city. France's dispute with the Levant Republic is explained in this page. *Photo, British Official*

ACTION to end the bloodshed, it was felt, must be immediate. Good will of the Arab peoples to the United Nations was at stake; French commercial interests in Egypt were threatened, and the whole world of Islam—numbering over 300,000,000 people—began closely watching the affair as a possible test-case of Western policy towards Islam. There was the further possibility that the many millions professing the Muslim faith in South-East Asia, as well as those in China under Japanese occupation, might fall a prey to enemy propaganda.

Attitude of Our Foreign Office

While fighting continued, and the Levantines called for volunteers for a national army, an official statement was issued from the Foreign Office in London on May 26:

His Majesty's Government are aware of the serious situation which has developed in the last few days in Syria and the Lebanon, but especially in Syria. They regret that the improved atmosphere should have been disturbed by the dispatch of certain reinforcements, and that this should have been the occasion for breaking off negotiations between the Levant States and the French Government for a general settlement. His Majesty's Government are in constant consultation with the United States Government, and in constant contact with the parties concerned, regarding these developments.

The Syrian and Lebanese Ministers in London in a statement said:

If France does not recognize the facts which she has been trying to ignore for the last twenty-five years, namely the desire and determination of Syria and the Lebanon to be completely independent States, and to exercise their legitimate rights as such, this crisis is bound to increase in intensity, and to become less amenable to settlement.

The diplomats were not mistaken. The revolt spread, increasing in violence, until the British Government, with the approval of the Government of the United States, decided to intervene. Mr. Eden read in the House of Commons on May 31 a communication addressed to General de Gaulle, requesting the French forces to cease fire and return to barracks. There was a further suggestion that a conference of the interested parties might be held in London. The cease fire was sounded, and the affair, from being merely an isolated event in France's colonial history, became an international dispute.

To trace the development of the situation it is not necessary to examine closely the evidence as to when the cease fire was ordered, or other minor points that do not in any way affect the fundamental issues; though these have been given a great deal of prominence.

ON June 2, 1945, General de Gaulle, at a Press Conference in Paris, asked that the Middle East problem should be viewed as a whole and settlement sought by a conference of all the powers interested: Russia and the U.S. as well as Britain and France, the Arab States as well as their neighbours—on the assumption (maintained by the Arab League) that the Arab world is one unit, politically, economically and historically. Two days later the Council of the Arab League—after condemning the precipitate action of General Oliva Roget, the French commander in Southern Syria, since removed by De Gaulle—announced their agreement with the General that discussion of all Arab questions should be reopened. Thus the affair had vastly outgrown its original proportions.

Mr. Churchill, in the House of Commons on June 5, while willing to discuss these subjects, pointed out that if all the Great Powers were to be invited it might considerably delay the settlement of a matter that should not be left long in abeyance.

The Main Trend of Happenings

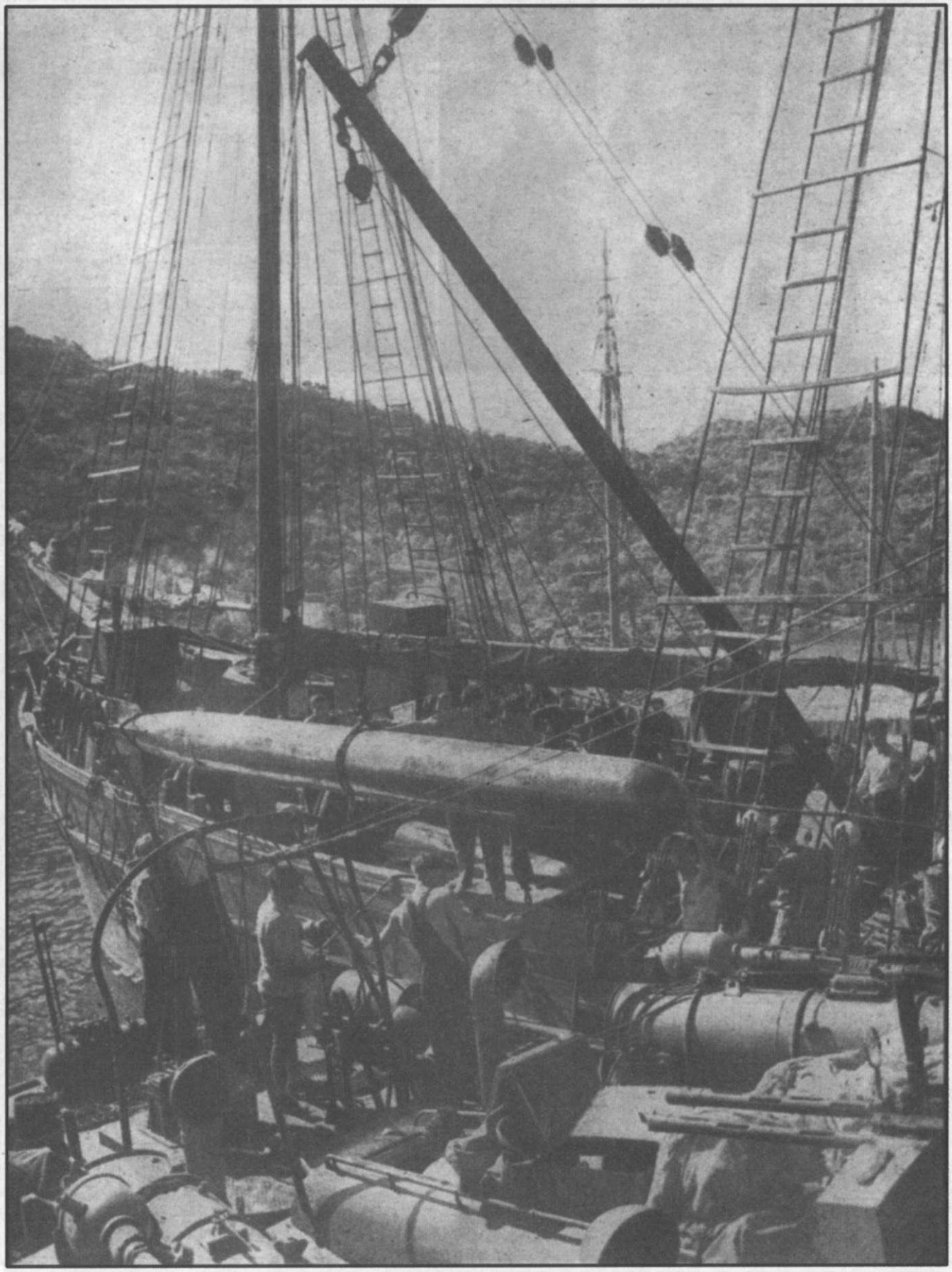
Before detailing the points at issue between the Levant Republics and France, it would be advisable to recapitulate briefly the main trend of happenings in the history of French interest in the Levant. In accordance with the Anglo-French Convention of 1919, Great Britain withdrew from the Levant in favour of France. The Mandate was granted to France in 1920 by the Supreme Council of the Allied Powers, and ratified by the League of Nations Council in 1922. This area, with a combined population of something under four millions, is vital strategically, being not so far from Suez in the south, within striking distance of the Middle Eastern oilfields, and communicating with the Persian Gulf to the east. Although these Arab peoples are mixed (including Druses, Alawites, Christians and Muslims) there is no friction or disagreement, particularly on the issue of independence.

After the First Great War the Sykes-Picot agreement had recognized France's "special position" in Syria and the Lebanon. (General Gouraud succeeded Georges Picot as High Commissioner at Beirut in November 1919.) This treaty had provided for an independent Arab kingdom embracing Damascus, Aleppo, Homs and Hama; and the Emir Faisal, son of the King of the Hejaz, ascended the throne in March 1920. In July, the Syrian National Congress unanimously adopted a democratic constitution, by which Syria was declared to be united on a basis of decentralization.

THE French High Commissioner, who had been confined to the small area of the Lebanon, issued an ultimatum to Faisal. After a brush with the Arab army, French forces entered Damascus. That same year General Gouraud, French High Commissioner at Beirut, issued a Declaration of the Independence of Lebanon—a marked constitutional advance. Five years later, however, revolt broke out among the Druses when their delegation to the French authorities was imprisoned. At last, in 1936, the French offered the Syrians rights equal to those obtained from Britain by Iraq. But in September 1938 the French refused to ratify their 1936 treaty, in which they had guaranteed independence within three years; trouble in the Levant followed, and the High Commissioner declared that no one should have any illusions as to the "permanence of French rule in Syria." After the French and British announcement of the independence of the Levant in 1941 and 1943, its independence was recognized unconditionally by nine Great Powers and it was able to accredit diplomatic representatives to countries abroad where Levantine interests existed.

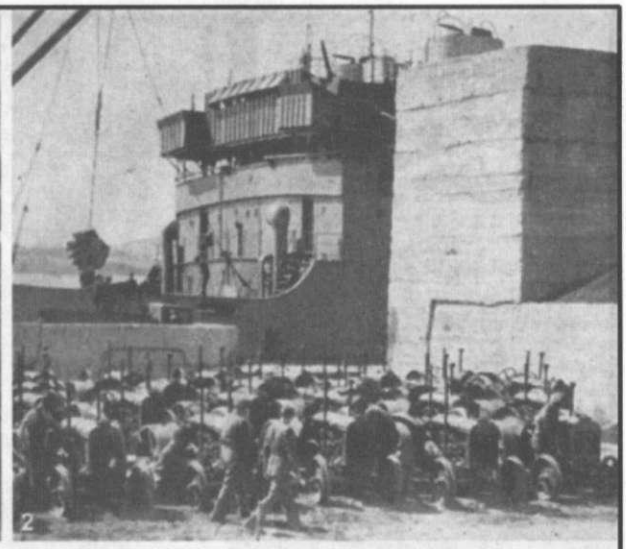
The present French demands are for bases in the war against Japan, troops to maintain order, and proposals for negotiations by the Syrians and Lebanese. These are resisted by the Levant Republics on the ground that they are internationally recognized as independent and sovereign; therefore, they say, they are at liberty to behave as such, and to grant no rights if they so desire—particularly for the Japanese war, when there are, they say, better and nearer bases open to the French.

Strange Royal Naval Contrasts in the Aegean



FORMERLY A SYRIAN TRADING SCHOONER, H.M.S. RAGEA, of 275 tons, acted as a supply ship for Allied coastal forces in the tricky waters of the Aegean ; she is seen off the Greek coast unloading a torpedo on to the deck of a M.T.B. of the Royal Navy. Retaining all her old rigging and fittings from the placid days when she sailed with wine, oil, and fruit between Syrian ports and the Central Mediterranean, she was commanded on her wartime duties by Lieut. O. L. Hooker R N.Z.N.V.R., of Auckland, peacetime sign.-writer and yachting enthusiast. PAGE 151 *Photo. British Official*

U.N.R.R.A. Now Busy in Stricken Yugoslavia



DELIVERY OF 500,000 TONS OF SUPPLIES FOR THE BALKANS was discussed at this conference (1) between representatives of the British Army, U.N.R.R.A. (United Nations Relief and Rehabilitation Administration), and the Yugoslav State Commission at Split, in hunger-stricken Yugoslavia, just before U.N.R.R.A.—as announced on June 2, 1945—took over relief work from the Allied military authorities; British Military Liaison Officer, Brigadier C. F. Forestier-Walker (centre), presided. Consignments range from British-made farm tractors (2) to Red Cross supplies (3), seen being unloaded at Split. **See also pages 46 and 659, Vol. 8.**

Photos, British Official

I Was There! *Eye Witness Stories of the War*

Today Where Our Invasion of Europe Began

Early in June, Stanley Baron, News Chronicle War Correspondent, flew over the Normandy landing-sites where a year ago Britons and Americans gave new glory to the world. Here he describes the desert-like scenery and the remains of our magnificent Mulberry Harbour. See also illus. pages 144, 145.

I FLEW yesterday afternoon over the D Day beaches. The sea, dully gleaming like a pewter dish, lapped on the edges of an empty shore. In 50 miles from the entrance to the channels leading into Carentan and Isigny to the Rade de Caen, a handful of American soldiers were the only living creatures to be seen on the sands, and what they were doing I do not know. The scene of the most titanic enterprise of Western Europe's military history which began a year ago today has become a desert.

Rainwater gleams in the open shell and bomb holes. Where a patient farmer has filled them in poppies redden and fill in the outlines. Mulberry Harbour, amazingly durable, though partially dismantled, glows with rich yellows, orange, reds and soft lichenous greens. Rust has painted it thus. Oil still leaking from the half-sunken ships so skilfully laid bow to stern to form the breakwaters makes its pretty pattern of mother-of-pearl on the slow swell.

Nothing is as it was in this perishing memorial to the Britons and Americans who gave new glory to the world a year ago. I flew out from an airfield hard by Chalgrove Field in Oxfordshire, in a two-engined plane piloted by Lt. Otis Taylor, of Paragould, Arkansas. It was hard, so much has happened between, to put the mind back these 12 months. Even the wind, which looked as if it was going to reproduce last year's conditions, had abated.

THE mind's eye peopled the water with thousands of ships of that other June, but yesterday there was nothing. Not until we had made our landfall over Pointe de Barfleur, taken by the American First Army before Cherbourg fell, and flown down over the beaches first at 1,000 feet, then at treetop height, did we see so much as a sail.

Now we could peer into the ruins of the houses. Now we could see the first of the actual landing beaches. One above all which no American will ever forget. They called it Omaha. In nine months with the great American First Army I have learned to know and love Americans. This was the place at which they came ashore, most of them seeing Europe for the first time. Here many died. They were buried in the sands. The sea has washed over their resting-places.

The rusting hulks of landing barges and ducks and here and there a merchant ship which has been blown ashore are their only memorials. Their comrades went on, and many of them were friends of mine. I looked down on the beach and inland towards St. Lo, where the First Army cracking the German defences began the great run which was not to stop until Germany was reached.

Remembering the breaking of the Siegfried Line, the capture of Aachen, the drive to the Rhine and the taking of Cologne, the triumph of Remagen bridge and the great break-out which brought the men of this army to the Elbe, it seemed as though all these scenes were telescoped into one, and that for ever memorable.

Mingled Skeletons of Landing-Craft

The plane swung lower still, edging over the Normandy hedges of ill-fame and down again to the beach level. Now we were flying below the rim of ochreous cliffs against which winter storms had flung the wrecks of three and four thousand tonners, mingling them with the skeletons of landing-craft of every size.

We saw the German defences, the pill-boxes smashed and powdered, some with the tatters of camouflage netting draping them yet. Here we were in the British sector. We flipped over a village. "Arromanches," said the pilot—a dead place now with no one in the streets and the shot-up houses on the front still unrepaired. In a tight half-circle the plane bent out to sea, nearly grazing a line of huge concrete caissons, all but one still in place, the caissons of Mulberry Harbour.

Red rust streaked their sides. The huge girders which had carried men and materials in such vast quantities in to shore have now been wholly dismantled. Down the sands and under the sea only to be seen from the air runs the steel trackway which was the lifeline up which the troops, tanks and vehicles of Britain had poured. How magnificent was this job! Mulberry Harbour could be used still. The seas of many, many winters will batter vainly around it before it is entirely destroyed. It should be a place of pilgrimage for thousands who would understand how great was the blow which was struck for liberty.

OUT to sea lie merchant ships which were sunk by mine or bombing. Others lie broken on the beaches. We flew down low over one named Yewdale. The men who sailed in her will like to know she is in superficially good shape still, apart from her smashed stern wedged at right-angles amidships of another vessel of the same size.

At the mouth of the River Orne we thought we would vary our pilgrimage by flying up the canal to Caen. Three times we circled over the city, for one flight is not enough to appreciate the price paid by France in those days of suffering and splendour. There were more people here in a single street than we had seen on the whole of the beaches. How they are living in this desolation of grey dust it is difficult to tell Green weeds are spreading among the ruins of the Gothic and classical glories. Yet some survive, a challenge, surely, to build and create again.

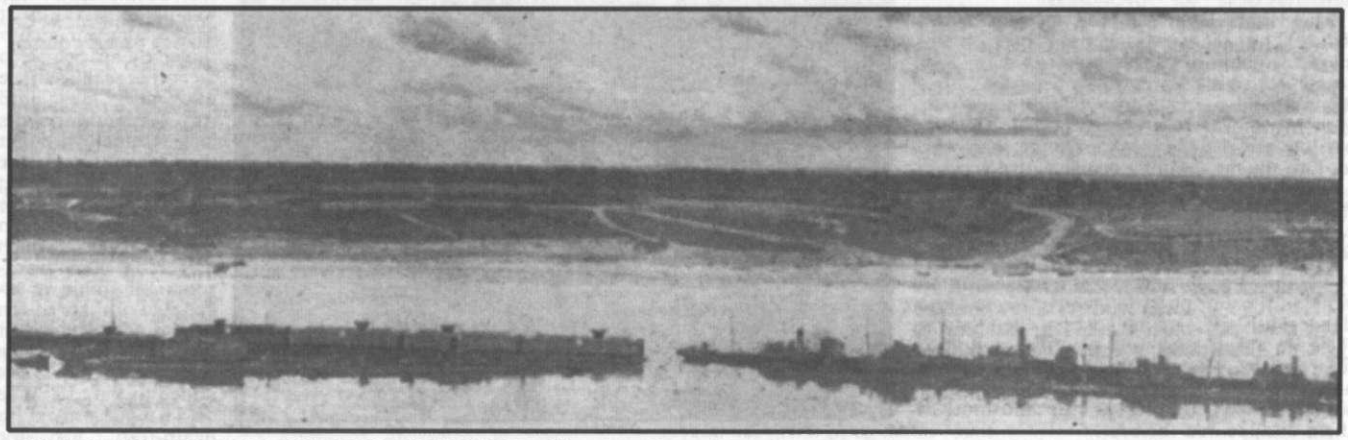
I Saw Norway in the Hour of Her Greatest Joy

Welcome which the people of Oslo gave to King Haakon when he arrived home from exile on June 7, 1945, came as a climax to four weeks of non-stop celebrations. These impressions of Norway during the Liberation were recorded by Sgt. A. J. Wilson, R.A.F., specially for "The War Illustrated."

I FLEW to Oslo in a Sunderland flying boat of the Royal Norwegian Air Force, the crew of which were on their way home for the first time in five years. As the rugged coastline of their native land thrust itself through the blue of the North Sea, the Norwegian airmen exchanged congratulations and later, over the little fishing villages which hug the shelter of the mountains in creeks and fiords, the pilot waggled his wings in greeting to his countrymen. Below us, the shadow of the great flying boat leaped the fiords and flitted triumphantly over field and mountain, bringing children and old folks running out to wave.

After a perfect landing on the shimmering water of Oslo Fiord we drove through the gaily beflagged streets of the city where thousands had gathered outside the Royal Palace to welcome Crown Prince Olaf, who had arrived by cruiser a few hours earlier (see illus. p. 76). British airborne troops and a few R.A.F. men were mingling with the crowds and everywhere they were being given a tremendous reception.

For several days the Norwegians in Oslo did little work. They thronged the streets and missed no opportunity for celebration. Allied troops were besieged by children for autographs, and wherever a crowd gathered they sang their national anthem and traditional songs. Just when things were



THE BREAKWATER FOR "MULBERRY B" REMAINS, whilst the noise and fury of battle that broke on the Normandy Beaches are but year-old memories. These sturdy blockships—as seen on June 4, 1945—half-sunken bow to stern, battered by winter storm, scorched by summer sun, shield still the gigantic prefabricated harbour which was towed in sections from Britain to its site off Arromanches. Harbour and blockships crumble with the passage of Time, but, as told in the anniversary story above, their dissolution is not yet.

Photo, News Chronicle

KING HAAKON OF NORWAY and the Crown Princess Martha acknowledged their people's cheers when they drove through Oslo on June 7, 1945, the day of His Majesty's return after exactly five years in exile.
Photo, Associated Press

beginning to return to normal, new events, such as Constitution Day on May 17, the Whitsun Bank Holiday, and the arrival by sea and air of notable Norwegian and Allied personalities, brought rejoicing crowds into the streets again.

Unfortunately, it will probably be some time before all Germans are out of Norway. The towns were cleared in the first few days after the liberation and the Germans have been collected—or have collected themselves—in reservation camps where they will await complete disarmament, when there are sufficient Allied troops to supervise the job.

The roads leading out of Oslo have been packed with German convoys, nearly all of them unescorted by our troops but all flying the white flag of surrender. For the most part the Germans are docile and ready to co-operate. Later will come the problem of transport—when the Allied authorities in Germany signal that evacuation can start. Meanwhile, the last of the quislings are being enthusiastically hunted down by members of the Norwegian Home Front. Norway's Resistance Movement is now revealed as one of the best in Europe. It had many branches and its work was always well co-ordinated.

The R.A.F. Kept Them Supplied

I asked a Norwegian army officer, who had been sent home to organize a Resistance group, what would have happened if the Germans in Norway had decided to hold out. He smiled and said that such an eventuality had been foreseen and that everything had been taken care of. Everyone in the Resistance knew exactly what his job was to be; in every street of every town and village things were organized down to the last detail. As long as the R.A.F. kept them supplied and they had some airborne help, they would have beaten the Germans.

The Home Front in Norway was 50,000 strong and there would have been many more members but for the fact that for two years recruiting was stopped so that there should be no German infiltration into the Movement. Most colourful of the patriots are the big, blonde young men who took to the mountains to wage active warfare against the Germans with arms dropped to them by British supply planes. They ambushed convoys, made road-blocks and often fought pitched battles with the Germans.

Those who carried on the underground work in the cities and towns lived even more dangerously. Under the noses of the Gestapo they smuggled men out of the country to fight in the armies overseas and organized acts of sabotage. If they were caught they were "grilled" by the Gestapo and most of them disappeared for ever.

In the first fortnight after the liberation in Oslo every German building, every street and every office block was guarded by the patriots. When darkness fell they brought their Sten guns down to the ready and unslung their rifles. Going home after midnight, their Stens would follow you with every step; you would never be out of sight—or out of range—of a Resistance man.

"You must forgive us if we seem too warlike," one of their leaders told me, "but we cannot take chances as long as there are quislings and Germans still about. The boys have been forced to fight underground for so long that it is strange to be able to come out into the open in their uniforms and armbands!"

All over Oslo there is evidence of the patriots' work of sabotage. Blocks of offices which housed German military and civil administration officials were blown sky-high. In one day last year no fewer than 30 explosions kept Nazi fire tenders and rescue squads dashing all over the city.

Many Norwegians still wear their concentration camp numbers on their civilian clothes. It was almost a matter of pride to be "concentrated," despite the bad conditions which prevailed in the camps. I heard of one old woman of 70, who was a regular "customer" for repeatedly defying the Germans. She was serving her fifth term of imprisonment when freed by the Resistance on Liberation Day.

If there are any doubts about how the Norwegians feel towards their British and American liberators they can be quickly dispelled by the readiness of thousands of Norwegians to volunteer for the war against Japan. One patriot, just released from a German prison, asked me how soon it would be before he and his colleagues could be shipped to the Far East. I asked him why he was so anxious to fight the Japs—had he not had enough of war and suffering? He replied: "Are we not Allies? We should be failing in our duty if we did not go!"

Sgt. A. J. WILSON, R.A.F. (right), who tells the story commencing in page 153, talks with a Norwegian patriot guarding an important building in Oslo and who a few weeks previously had been fighting the Nazis in the hills.

We Blockaded the Japs Escaping from Ramree

Screaming "Hullo! Help me!" from the darkness of a channel near the Burma coast, a Jap officer was taken prisoner by a motor launch of the Burma R.I.N.V.R. blockading the enemy escape route from the island of Ramree. The story is told by the M.L.'s commanding officer.

When he was certain he had been detected, the Jap screamed at the top of his voice, using the little English he knew in a bid to save his life. We lowered the dinghy and caught him before he could reach the opposite bank. The prisoner turned out to be a very scared officer, convinced that he was going to be executed. But when we treated him as an officer, allowing him the use of the wardroom, he appeared to regain his confidence. He was a well-educated man, with a university degree, and he had been employed in an official capacity in Tokyo.

He agreed to appeal over our loud-hailer system to his comrades to give themselves up. Unable to escape by sea, they had been wandering in the mangroves for days without food or water. But probably because of the denseness of the mangroves preventing those more than a few yards inland from hearing his appeals, the attempt was abortive. Later he was handed over to the authorities on shore, and placed temporarily in a hut. I was amazed to learn that here he turned to his guard, pulled open his shirt, and said, "Now shoot me!" The astonished guard called an officer, and it transpired that, unconvinced by our correct and humane treatment he still thought he was to be executed!

Those Japanese who attempted to escape and refused to surrender when challenged received short shrift. One small boat, camouflaged with bushes, shot out of a creek, paddled furiously by a party of Japs. We opened fire and soon reduced the boat to wreckage. On ceasing fire, we shouted to any possible survivors to surrender. There was no reply. But at least one swimmer continued on his course to the other bank, so we re-opened fire until there were no survivors left. We finally brought the remains of the boat alongside, and found it contained one dead Jap and an officer's sword, which now hangs in our wardroom. I think we accounted for six to ten of the enemy on that occasion. Landing craft and other M.L.s added to the bag. The channel proved a death-trap for the blockade-runners, and enemy bodies were floating past for days.

BURMESE RATINGS OF THE R.I.N.V.R., who took part in blockading the Japanese escape route from Ramree Island, as narrated here, examine a ceremonial sword taken from a captured enemy officer. See also page 648, Vol. 8.

Photo, British Official

In the early part of the campaign M.L.s of the Burma R.I.N.V.R. were engaged on convoy work, patrol operations and bombardments. They also took part in the landings at Akyab, Mayebon, Mkauk Pyu and Cheduba, towing and escorting landing craft, leading assault waves into the beaches and giving covering fire.

Our first actual contact with the enemy was on the first night after the Myebon landing. With other M.L.s we pushed up a very narrow stream. On arrival at a junction we heard the chug-chug of engines coming down from the north. Although we had no charts, we went in pursuit. Eventually we turned our searchlight full on—to reveal a motor supply craft, containing five to seven Japanese. Giving them everything we had, the craft quickly disintergrated.

Two nights later we met three more armed motor supply craft. The one we tackled blew up immediately. Of those who jumped into the water we rescued six press-ganged Burman labourers, and captured a Japanese army corporal in charge of one of the boats. We claimed that he was the first Japanese prisoner to be captured by the Navy since the start of the big offensive.

At dawn the next day we again penetrated the chaung to finish off an armed supply craft which had been previously shot up and had gone ashore on a sandy spit (said the First Lieutenant of one of the M.L.s). I went in the dinghy with some Burman ratings towards the Japanese craft. Suddenly the captain, warned by an M.L. of another flotilla that the enemy had been spotted ashore, withdrew stern-first, towing the dinghy, under covering fire from the M.L.s. I saw the Japanese in the mangrove swamp and we opened fire from the dinghy with a Tommy gun and a Lanchester carbine. By the time we were hoisted inboard, the M.L. had been carried up the creek.

We decided to investigate this reach, and soon discovered a suspected camouflaged boat in the mangroves. We opened fire, and when the camouflage fell away a heavily armed Japanese gunboat was disclosed. Pumping her with shells, we started a fire in her magazine. She blew up, her ammunition exploding in all directions.

Tail of a Fantastic Procession in Germany

There are no lifts for the Germans who have taken to the highways. They trudge, and keep on trudging. Or men and women take turns between the shafts of a cart when no horse is available ; nothing on wheels has been written off as useless, says John Gilbert, correspondent of The Star.

You can drive along Germany's great highways hour after hour without seeing a car. Private motoring is now only a memory. All German cars, except, perhaps, those still hidden, have gone into the Allied pool, reserved mainly for essential civilian work in the towns. Doctors are provided for. Public officials who must travel may also draw on the pool.

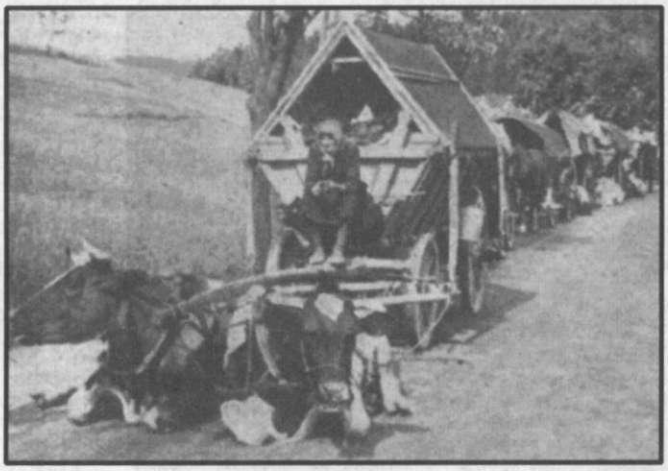
There have been long spells during a 200-mile run when my jeep has had the road entirely to itself. A convoy of Army lorries lumbers past, and then again we are alone till we catch up with straggling horse or ox wagons taking land workers to the fields, transporting families to homes from which they have fled, or packed with Hitler's slaves, who again know the meaning of freedom.

The mass movement of German civilians who were swept forward by the retreating Nazis has ended. Today we are seeing the tail of a fantastic procession. Nothing on wheels has been written off as worthless. Where it has been impossible to find horse or oxen, men and women take turns between the shafts. For others it is a footslogging business all the way—men with pack on back and a bundle in each hand, women pushing overloaded prams, with a child or two trailing behind ; whole families on the move, with mounds of luggage piled on the strangest collection of handcarts I have ever seen.

Hitch-hiking would provide relief for those with blistered feet on the roads of England. There are no lifts for Germans who take to the highways. "It's tough on the kids," my driver says, thinking of his own family in California, "but it was tougher on the kids in Russia, Poland, France, Belgium and other places, where the Germans plastered the roads with bombs and cannon fire."

He obviously does not find non-fraternization easy when he looks into the smiling, appealing eyes of children. With him, as with so many more, it is an eternal conflict between heart and reason. Men and women deported by the German armies, and forced to toil on farms and factories, no longer swarm on the roads. They have been persuaded to remain in the camps set up for them, and await their turn to be sent home in comparative comfort. Trains leave the concentration points daily, with German crews working under the direction of Allied officers.

Sometimes the waiting brings romance. In one town through which I passed, German women interrupted their shopping to line the street as a bridal party passed along in two carriages, each drawn by a pair of prancing horses. The bride, a Pole, and her bridesmaids were in white. The bridegroom, too, came from Poland. A military policeman, who halted me at the cross-roads, grinned and said, "A swell little wedding! I guess I've got just such a date when I collect enough points to land me back in the States!"



HOMEWARD TREK of German civilians presents strange spectacles, such as this worn-out column of Bavarian ox-carts resting by the road-side near Pilsen. Their peasant-owners had sought refuge, in the Czechoslovakian mountains. *Photo, British Combine*

OUR DIARY OF THE WAR

JUNE 6, Wednesday *1,277th day of War against Japan*
Ryukyu Islands.—U.S. Marines captured whole of Naha airfield, Okinawa.
Brazil.—State of war between Brazil and Japan announced.

JUNE 7, Thursday *1,278th day*
Channel Isles.—King George VI and Queen Elizabeth in Jersey and Guernsey.
Norway.—King Haakon returned to Oslo after exactly five years.
Japan.—Osaka attacked by Super-Fortresses with H.E. and incendiaries.
New Guinea.—First Allied cargo ship for three years entered Wewak harbour.
Home Front.—Fleet carrier H.M.S. Leviathan launched by Duchess of Kent.

JUNE 8, Friday *1,279th day*
U.S.A.—Agreement reached at San Francisco between the five Great Powers on scope of veto in Security Council.
France.—Wreckage of aircraft found on June 4 near Grenoble definitely identified as that of plane which was carrying Air Chief Marshal Sir T. Leigh-Mallory to S.E. Asia.

JUNE 9, Saturday *1,280th day*
Germany.—At Rothenburg, Field-Marshal Montgomery took last salute of Guards' Armoured Division as tank formation.
Trieste.—Agreement between British, U.S., and Yugoslav Governments signed in Belgrade.
Japan.—Large forces of Super-Fortresses raided Naruo, Nagoya and Akashi.
Ryukyu Islands.—New Allied landings on Okinawa, south of Oruku.

JUNE 10, Sunday *1,281st day*
Germany.—Marshal Zhukov decorated Field-Marshal Montgomery and Gen. Eisenhower with Soviet Order of Victory.
Japan.—Diet granted Premier Suzuki full powers as dictator. Super-Fortresses from Marianas attacked island of Honshu.

JUNE 11, Monday *1,282nd day*
Home Front.—Official date of end of European War announced as May 9.
Ryukyu Islands.—U.S. forces launched frontal attack on remaining Japanese garrison on Okinawa.

JUNE 12, Tuesday *1,283rd day*
Home Front.—General Eisenhower received Freedom of City of London and O.M. from H.M. the King.
Russia.—London Poles invited to attend Moscow talks.
Borneo.—Australians advanced on Labuan.

JUNE 13, Wednesday *1,284th day*
Japan.—U.S. aircraft attacked air bases on Kyushu Island.
Home Front.—H.M. the King awarded G.C.B. to Marshal Zhukov.

JUNE 14, Thursday *1,285th day*
France.—General Eisenhower awarded Cross of Liberation by General de Gaulle.
Caroline Islands.—British Pacific Fleet heavily attacked Truk.
Borneo.—Australians captured Brunei.
China.—U.S. aircraft bombed Hong Kong.

JUNE 15, Friday *1,286th day*
Japan.—Over 500 Super-Fortresses bombed Osaka.
Burma.—Lord Louis Mountbatten addressed Victory Parade in Rangoon.
Home Front.—Dissolution of Parliament which had been elected in 1935.

JUNE 16, Saturday *1,287th day*
Borneo.—Australians "cut off Japan entirely from all her stolen property," declared General MacArthur.
Home Front.—William Joyce, flown from Brussels, lodged in cell at Bow Street.

JUNE 17, Sunday *1,288th day*
Russia.—Polish talks began at Moscow.
Italy.—Signor Bonomi resigned ; Signor Parri accepted as Premier-designate.
Burma.—General Raymond Wheeler succeeded General Sultan as commanding general of U.S. forces.

JUNE 18, Monday *1,289th day*
U.S.A.—General Eisenhower arrived in Washington.
Germany.—Death announced in accident of Colonel-General Berzarin, Soviet military commander of Berlin.

JUNE 19, Tuesday *1,290th day*
Japan.—"Very large" forces of U.S. 21st Bomber Command struck at Honshu and Kyushu Islands.

★ *Flash-backs* ★

1940

June 10. *Mussolini declared war against Britain and France.*
June 14. *Germans entered Paris.*
June 17. *Marshal Pétain asked Germany for an armistice.*
June 18. *De Gaulle appealed from London to French to fight on.*

1941

June 8. *British and Free French troops entered Vichy-held Syria.*

1942

June 10. *Prague announced Lidice massacre for killing of Heydrich.*
June 13. *Japanese landed on Attu Island in the Aleutians.*

1943

June 7. *French Committee for Nat. Liberation formed in Algiers.*
June 11. *Island of Pantelleria occupied by Allied Forces.*

1944

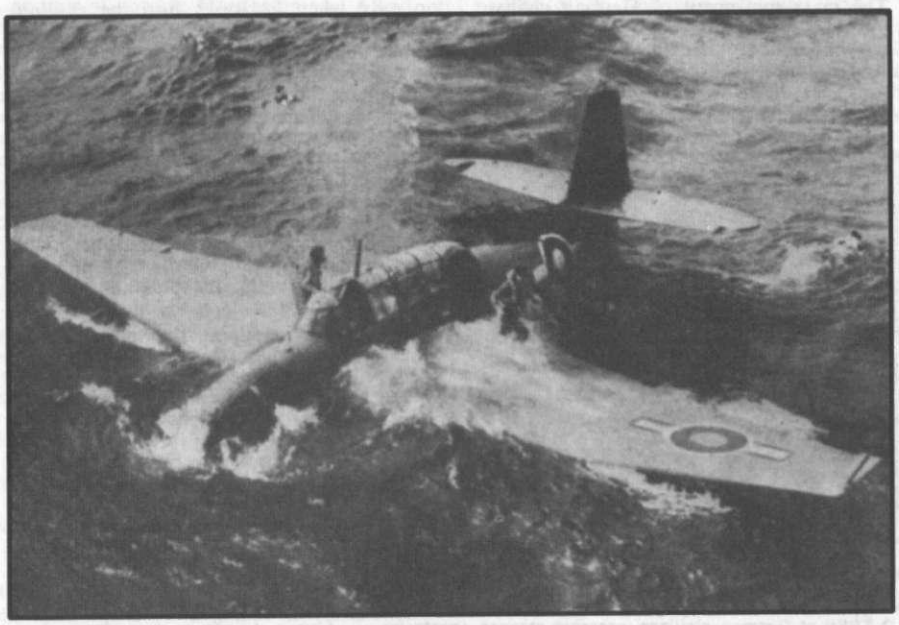
June 6. D-Day. *Allied landings on coast of Normandy.*
June 13. *First flying-bombs came over Southern England.*
June 15. *U.S. troops landed on Saipan Island in the Marianas.*

With Our Airmen Today

By CAPTAIN NORMAN MACMILLAN M.C., A.F.C.

FOUR new types of British aircraft are now available for use against the Japanese. Three are fighters and one a bomber. It is certain that in speed and hitting power Japanese army and navy aircraft will be outclassed by them. The special feature of Japanese aircraft construction has been light structure weight and small fuselage cross-section; the first of these qualities has given Japanese aircraft a fast rate of climb and good manoeuvrability; the second has produced a good turn of speed for the engine power employed. Their defects have been absence of armour protection for the air crew, and relatively light armament.

The most powerful Japanese aero engine so far reported is the Nakajima Homare, an 18-cylinder air-cooled radial of 2,000 h.p., which by means of water injection can produce in emergency a still greater power output. Japanese engineers have succeeded in squeezing this power from an engine 46½ inches in diameter, against the 52 inches of the Bristol Hercules of 1,650 h.p. Their intention is obviously to keep their fuselages slim so that they will gain the utmost speed value from the aeroplane using the Homare engine, thereby profiting from the small stature of the average Japanese.



TORPEDO-CARRYING AVENGER of the Royal Naval Air Arm (formerly Fleet Air Arm) was skilfully "landed" on the sea after its engine failed on taking-off from a British Pacific Fleet carrier during a strike in late March 1945 against the Sakishima group, the object of which was to screen Admiral Nimitz's invasion of Okinawa on April 1. It was announced a month later that Okinawa was to become a R.A.F. base. **See also page 117.** *Photo, British Official*

Two aircraft are known to be powered with this engine, the Nakajima Myrt, a reconnaissance plane with a speed of over 390 m.p.h., and the Frank, an Army single-seater fighter, also made by Nakajima, having a speed of about 420 m.p.h. and armed with two cannon-guns and two half-inch machine-guns. It was possibly a Frank that was encountered by the U.S. naval pilot on June 3 during a carrier-plane raid on Kyushu. This pilot reported being unable to keep up with the Japanese aircraft, but two days later it was denied in Washington that the Japanese had aircraft superior in performance to the Americans. Probably it all depends which aircraft met which.

FASTEST Aeroplane in the World Today is the 500 m.p.h. Vampire

The three new British fighters are all superior to the Frank. The De Havilland Vampire, a single-engined gas-turbine fighter, was the first aircraft in the world to fly at more than 500 m.p.h., and is claimed to be today the fastest aeroplane in service in the world. The De Havilland Hornet is a scaled-down version of the Mosquito, redesigned throughout for fighter duty; it has two Rolls-Royce Merlin engines and a top speed of over 470 m.p.h. Vickers-Armstrongs have produced the Spiteful, a single-seater fighter, with a Rolls-Royce Griffon engine and a speed of more than 460 m.p.h. The Hornet is the fastest propeller-driven aircraft in the world, and it combines this speed with long range, a quality necessary for the Pacific war. The Hornet was drawn, built and began its first test flights in exactly twelve months.

THE new bomber is the Avro Lincoln, a development of the Lancaster, carrying the heaviest bombs over a greater range and at a faster speed than the Lancaster. It is fitted with four Rolls-Royce Merlin engines, and is being made in the United Kingdom, Canada and Australia. When these aircraft "get cracking" in the Pacific they will add still more punch to the blows being inflicted on the enemy.

BALLOON-BOMBS Released by Japs Cause First Casualties Within U.S.

Near Lakeview, Oregon, about 300 miles from the west coast of the United States, a child picked up a bomb and while playing with it the bomb exploded and killed the child, the mother, and four more of her six children. The father and one child survived. The bomb was one of those attached to balloons released by the Japanese which are allowed to drift across the ocean towards America. These were the first casualties within America from enemy action.

Regrettable as such incidents are, America is fortunate compared with the United Kingdom. Details have just been revealed of the damage done to the Merseyside docks during the air raids of early May 1941. The German bombers damaged 60 per cent of the docks, and put many out of action. (Yet within three months the port was again in full operation, an indication of the fact that air bombardment derives its power from continuity.) Forty vessels were hit in the docks and most were sunk. Others were sunk in the river. (I have heard it said that at one time nearly 250 vessels were affected.)

THE worst incident was that of the Malakand, laden with 450 tons of ammunition for the Middle East. She was hit, but the damage was controlled, and everything appeared to be safe until overhead a barrage balloon caught fire and fell blazing on to the ship. There was a terrific explosion as the Malakand blew up. Afterwards I saw the dock where she lay and it was a horrifying spectacle, the graveyard of a dead ship, its twisted frame lying in a huge hole that was unrecognizable as a dock. During the London blitz the traffic of the Port of London was reduced to 15 per cent of its pre-war volume. One ship was sunk by an air-laid mine at The Pool, just below Tower Bridge. But by 1944 the Port was again handling 90 per cent of its pre-war traffic.

FIGHTERS Directed via Radio Phone by R.A.F. Controller

Details of the radar night interception of enemy aircraft have also come out. The radar ground equipment enabled each R.A.F. controller to direct his fighters by radio telephone, giving them the course and height to fly. When each aircraft was close enough to enable the pilot to use the radar fitted in his aircraft he changed from G.C.I. (ground control of interception) to A.I. (air interception). But it should not be forgotten that the aircraft plots in the operations rooms were all the time flowing in from the posts of the Observer Corps, with 32,000 observers manning the whole area of the country. Fighter interception after the installation of radar in the planes became more deadly, because it enabled the pilot to overcome his difficulty of lack of vision in the dark.

The difference between the air war in Europe and in the Far East is revealed in the figures of Bomber Command for the whole war. Out of a total of 955,040 tons of bombs dropped, 196,355 tons were incendiaries; against Japan the U.S.A. 21st A.F. drops scarcely any high explosive and concentrates on incendiary warfare.

Kobe, sixth city of Japan, was attacked on June 5 by 450-500 Super-Fortresses with incendiary bombs; eight Super-Forts were lost. On June 7 the undamaged part of Osaka got 2,500 tons from over 450 Super-Forts. On June 10, towns in Honshu—Chiba, Tomioka, Hamahatsu, Kasimagaura, Tachikawa and Sukagawa—were attacked by 150-200 Super-Forts with 150 Mustangs as escort. Like the Germans, the Japanese are unable to prevent the bomber from getting through to its target. The Japanese themselves announced that Lancasters bombed Hong Kong on June 13.

THE Japanese have produced a small glider bomb which, released from an aeroplane, is steered to contact with its target by a suicide pilot. How long the Japanese air training scheme can stand the loss rate of one pilot per aircraft per raid remains to be seen. No Western Power could supply the manpower and training speed involved in such methods.

Aircraft combined with surface units in a 72-hours' beach defence bombardment in British North Borneo before the Australian 9th Division went ashore in Brunei Bay and on Labuan Island at dawn on June 10. The airfield on Labuan Island was quickly captured. (See illus. page 130.)

Air Chief Marshal Sir Trafford Leigh-Mallory's aircraft was found on June 4 crashed in the Alps 30 miles east of Grenoble. It was missing since Nov. 17, 1944, whilst flying to the East.

Carriers of Death Over the Heart of Japan

SUPER-FORTRESSES FLEW OVER FUJIYAMA, Japan's 13,000-feet "sacred" mountain sixty miles south-west of Tokyo, on one of their many raids on the enemy capital. Also Tokyo-bound were another flight of these giant bombers (bottom), winging their way through billowing clouds. It was disclosed on June 20, 1945, that Tokyo had experienced no fewer than 23 raids by Super-Fortresses between November 24, 1944, and May 30, 1945, mostly by aircraft based on the Marianas, midway between Japan and New Guinea.

Photos, Keystone

Editor's Postscript

SOMEWHERE in the lumber-room of my mind there has lain for many a year the recollection of what I had considered a fine example of the skill with which the Muse of History sometimes dramatizes her story. In the far-off days when the Greek city states were often at war with each other, or in temporary league against the Persians, the Medes, or the Asiatic Greeks, the galleys of the Athenian navy, on returning to the Piraeus after an engagement in which they had suffered reverse, would hoist black sails to warn the crowds, waiting by the "long walls" to welcome them, that they came with bad news. At least that was what I seemed to remember from youthful reading, and I thought of this when, in very different circumstances, the U-boats arrived at British ports flying black flags. I have failed, however, to verify my reference to this ancient use of the black flag, but I repudiate the suggestion of a scholarly friend that I may have dreamt it. An ingenious dream it would have been! It may be, as my friend also suggests, that I am merely confusing it with the myth of Theseus and the Minotaur. Returning from Crete, where he had slain the Minotaur and escaped from the Labyrinth, so runs the legend, Theseus was to carry a white sail on his ship as token of his success; but he forgot to change the black sail with which the fatal ship set out, and his father Aegeus, King of Athens, seeing the black sail on the approaching vessel, threw himself from the Acropolis hill in his despair. In my vain research I have at least discovered that Tamerlane, some twenty centuries later than the Heroic Age of Greece, showed black flags to any city he was besieging if it had held out too long for his liking, as a warning that he was no longer willing to be merciful to its defenders, but would put them all to the sword. In other words, "You have been warned!"

I WAS just a shade disappointed to find that the name "Pluto," given to one of the greatest contributions to victory of British inventive genius and enterprise (see illus. page 120), was not arbitrarily chosen but, on the contrary, actually stood for "Pipe Line Under The Ocean." For a moment I suspected similar ingenious acrostics hidden in other famous code names of the war, like Mulberry, and Dynamo (the Navy's official name, you remember, for the operation that most people call the miracle of Dunkirk). The invention of code words and passwords, for innumerable exercises no less than for actual operations, seems to be one of a war's minor relaxations; and the essential charm of such words lies in their sheer Itma-like inconsequentiality. There is reason for this too: the more unlikely the word, the more unrelated to any hint of the reality for which it stands, the greater the security. Members of the Home Guard and Civil Defence who took part in a certain extensive week-end exercise over the London area will remember (and so will their wives) the telephone call or police call that roused them from their beds at 4 a.m. with the words "Gadfly swat gadfly"—words ridiculous in themselves but enough to send men stumbling hurriedly out into the darkness to their appointed posts without any breakfast. There were other equally foolish-sounding code words known to every Home Guard, which fortunately never had to be uttered. A historic example of this code nomenclature was established in September 1916, with the first use of an entirely new weapon of war—a British invention, let it never be forgotten! The official communiqués originally spoke of "heavily armoured vehicles of a new type," but in factories, assembly shops, and testing grounds they had been called, for reasons of security, tanks. When the secret was out the soldiers insisted on adopting this word.

A PILOT officer, who received his training at an R.A.F. cadet school in Arizona, passed me a copy of a small-town paper, the Arizona Contact, published in Phoenix, Arizona. An entire page is given to the announcement of a Rugger match which the R.A.F. cadets were staging among themselves for the benefit of war charities. "British Cadets Collide Saturday Night in Union Stadium Feature," the headline runs; and the introductory paragraph enlarges on the theme in words that could have been put together only in the U.S.A.:

> Rugby football, a game more gruelling than that played on the American gridiron, goes on display for the disportment of Salt River Valley fandom one week from tomorrow night.

The writer is anxious to impress upon his American readers that in this strange "action-packed" game the rules recognize no substitutes, no "time out," and no protective padding. He also stresses the fact that there is a "lone referee." In a huge advertisement covering the rest of the page, leading local advertisers combine in a salute to the British players. "We whose signatures appear below, as ardent boosters of wholesome sport, a characteristic long common to our two peoples, wish to take this means to salute you." There is no doubt that our R.A.F. boys are great ambassadors, and that the good citizens of Phoenix, Arizona, have taken them to their hearts.

ONLY the dimmest hint of the Isolationist campaign now in full swing in the Hearst and McCormick Press of the United States has been suggested over here—in the belief, presumably, that least said's soonest mended. Which is a poor tribute to the sensible-thinking people of the two great English-speaking nations, each of whom can surely afford to inspect the other's warts at close quarters and—if necessary—tactfully hint at a remedy. As an editor I consider it my duty to let my readers at home know what their American cousins (or some of them) are thinking about them—even if it is not always palatable and is often hopelessly wide of the mark. A friend has just sent me, for instance, some recent issues of the Hearst-controlled Chicago Herald-American with a remarkable outburst from San Francisco by one Samuel Crowther, described as "noted author and economist." Writing just before V Day, this noted author frankly declared, "The question is not what Russia wants, or what Britain wants, or what this or that country wants. The great question is what the United States wants!" He went on to say, "When the day of victory comes it will be an American victory. That is not mere breast-beating (*sic*), but a plain statement of fact. Our men and armour, both on the battle and the home fronts, kept Germany and Japan from overrunning the earth. No one fought for us. We have been alone in the Pacific, and since we invaded Italy and France we have been nearly alone in Europe." Again, "The military situation is such that we can finish the job entirely alone. Indeed we might be stronger, and certainly we should have fewer cares, if we cut off Lend-Lease." To all of which one might reasonably add, "As long as we know—we know!" Not for the first time since 1939 has Mr. Hearst sadly underestimated the intelligence of his vast numbers of readers, I feel.

Vice-Admiral D. W. BOYD, C.B., C.B.E., D.S.C., former Fifth Sea Lord, the announcement of whose appointment as Admiral (Air) —the first of its kind in the Royal Navy—was made on June 12, 1945. He will control the 50 Naval air stations and training establishments in the British Isles and the groups of aircraft carriers used for training.

Photo, British Official

I HAVE frequently mentioned in these Postscripts of mine attempts to combat wartime outbreaks of pilfering in high and unlikely places. Here are two more. The other day a friend astonished me with the news that at his Club—one of the oldest and staidest in Pall Mall—the Committee had found it necessary to provide a locked glass-case for their newest library books. The Librarian holds the key, and new books are now issued only against a member's signature in a book kept for that purpose. To which, by way of comment, I can only add that we aren't so far removed from the days of chained books and Bibles as we used to imagine! At another famous London club I know they have been obliged to chain the nail and clothes brushes. No doubt the Committee at this club have discussed ways and means of chaining the soap. All, however, is not so austere in this war-toughened country of ours as these instances would lead the foreigner to imagine. The other day in the country I lunched at a moderately-priced hotel where not only were fresh towels, soap and even brilliantine provided, but an ample supply of luxurious and heavily-embossed notepaper crammed the racks on the writing-tables in the lounge. Which is something I have not seen, exposed to public view, for a very long time.

THE Dublin newspaper, Irish Press—of which Mr. de Valera is "Controlling Editor"—has been good enough to send me in pamphlet form the full text of the Eire Premier's broadcast reply to Mr. Churchill's recent reference to him, in the hope (presumably) that this Irish propaganda will receive wide attention in the English Press. After reading those portions of it in English I personally have not the slightest inclination to extend its circulation, but I give the opening paragraph in "Dev's" adopted language:

> Go mbeannaí Dia dhídh, a cháirde Gael. Is libhse a Ghaelgeóirí is ceart dom an chéad fhocal a rá. Tá an cogadh san Eoraip caite. Ba é deonú Dé, as méid A mhór-thrócaire, sinn a shábháil ar an troid agus ar an dóirteadh fola agus sinn chaomhnadh ar an bhfulang atá ag céasadh furmhór tíortha na hEorpa le cúig bhliana anuas.

To this extent am I happy to meet the wishes of the Editor of The Irish Press.

In Britain Now: Back to the Ways of Peace

EVACUEE children and mothers from London—over 400 of them—returned home from Leicester on June 4, 1945, by the first L.M.S. "Homeward Special." Although their stay in the Midlands had been happy, they were all smiles on arrival at St. Pancras station (left).

GERMAN PRISONERS, all ex-miners, filed on board a Royal Navy landing craft at Tilbury (below) in mid-June, en route for the Ruhr, where they had been detailed to work in the coalfields under Allied military supervision. It was announced on May 26 that German prisoners of war captured on the Elbe would be brought here as farm labourers and over 20,000 were to be employed in the building trades.

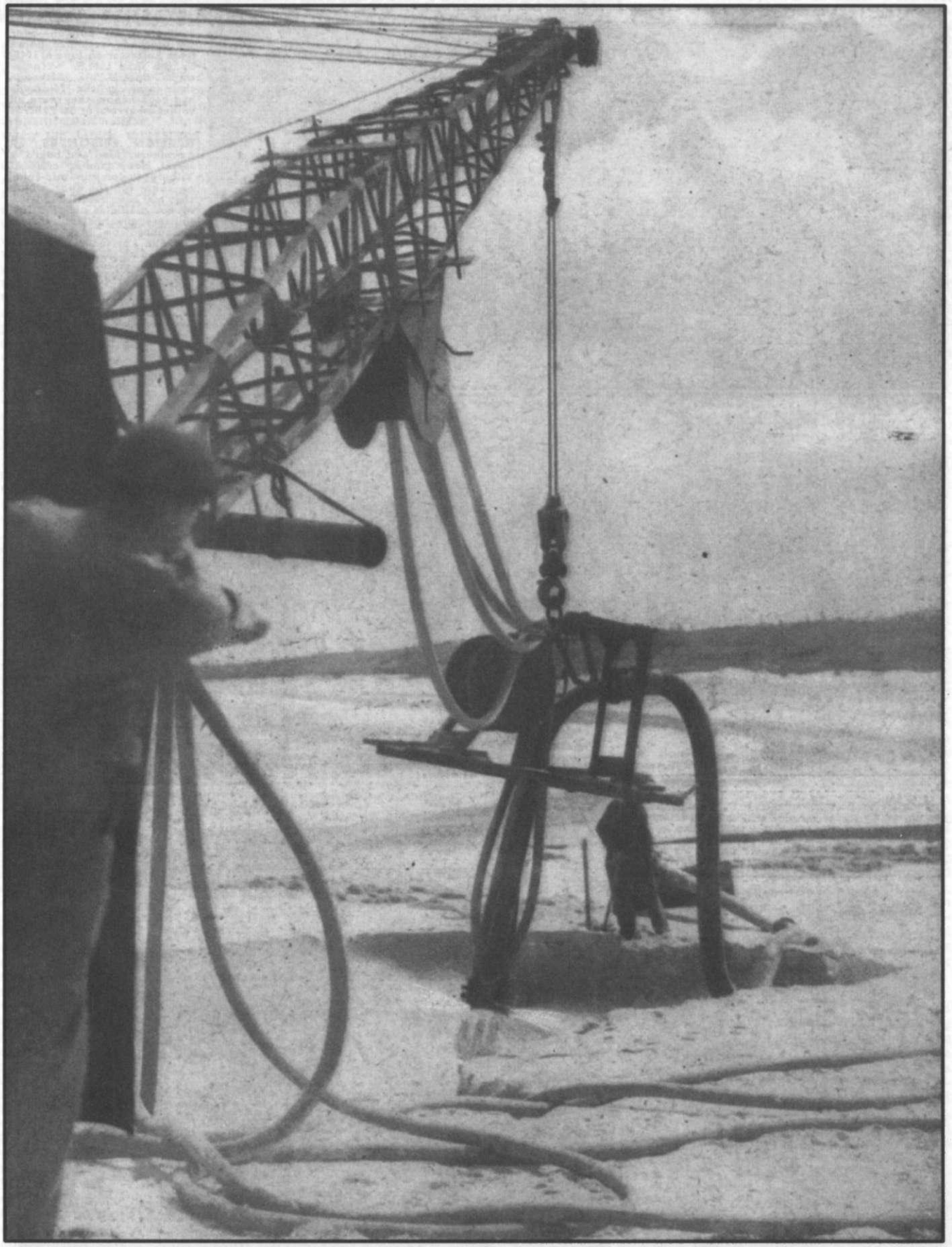
PAGE 159

OUR C.D. AND ALLIED SERVICES were inspected by their Majesties, accompanied by Princess Elizabeth, at a farewell parade in Hyde Park, London, on June 10. Nursing detachments marched past the saluting base. Three days earlier the King and Queen visited the Channel Islands for the first time since the Liberation: at Candie Park, Guernsey (below, right).

LAST OF THE SHELTER BUNKS was removed from this London Tube station on May 31 after 4½ years. Eighty stations had between them accommodated over 7,600 three-tier bunks for air-raid shelterers.

Photos, Fox, Planet News, The Daily Mirror, P.N.A.

This Battle For Britain Is Not Yet Ended



CLEARING OUR BEACHES OF MINES, a task which has been going on since August 1943, had so far cost the Royal Engineers 98 officers and men killed and 26 wounded or blinded, it was announced on May 31, 1945. An ejector pump, costing about £3,500 (seen above on the beach at Great Yarmouth), is one of the devices used; slung from a crane, it turns over the sand with water jets and reveals the mine. The sapper in control is protected by a screen of heavy armour plating. **See also page 424, Vol. 8.**

Photo, Keystone

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